

ESTTA Tracking number: **ESTTA290233**

Filing date: **06/17/2009**

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE  
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

Proceeding	91176791
Party	Defendant MATTEL, INC.
Correspondence Address	Lawrence Y. Iser, Esq. Kinsella Weitzman Iser Kump & Aldisert LLP 808 Wilshire Blvd., Suite 300 Santa Monica, CA 90401 UNITED STATES CFitzgerald@kwikalaw.com
Submission	Defendant's Notice of Reliance
Filer's Name	Chad R. Fitzgerald
Filer's e-mail	cfitzgerald@kwikalaw.com
Signature	/crf/
Date	06/17/2009
Attachments	Applicants Notice of Reliance re Printed Publications Vol. 3.pdf ( 90 pages ) (7891037 bytes )

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE  
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD**

In the matter of Application Serial No. 78/751,105  
Published for Opposition in the OFFICIAL GAZETTE on December 12, 2006

---

UMG RECORDINGS, INC.

Opposition No.: 91176791

Opposer

v.

MATTEL, INC.

Applicant

---

**APPLICANT'S NOTICE OF RELIANCE RE: PRINTED PUBLICATIONS**

Vol. 3 of 7

INTELLECTUAL PROPERTY LAW  
**KNOBBE, MARTENS, OLSON & BEAR**

A LIMITED LIABILITY PARTNERSHIP INCLUDING  
 PROFESSIONAL CORPORATIONS  
 PATENT, TRADEMARK AND COPYRIGHT CAUSES

620 NEWPORT CENTER DRIVE  
 SIXTEENTH FLOOR  
 NEWPORT BEACH, CALIFORNIA 92660-8016  
 (949) 760-0404  
 FAX (949) 760-9502  
 INTERNET: WWW.KNOB.COM

January 22, 1999

**VIA EXPRESS MAIL**

LOUIS J. KNOBBE\*  
 DON W. MARTENS\*  
 GORDON H. OLSON\*\*  
 JAMES B. BEAR  
 DARRELL L. OLSON\*  
 WILLIAM B. BUNKER  
 WILLIAM H. NIEMAN  
 LOWELL ANDERSON  
 ARTHUR S. ROSE\*  
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 JOSEPH R. RE  
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 MARGUERITE L. GUHN  
 STEPHEN C. JENSEN  
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 WILLIAM H. SHREVE  
 LYNDA J. ZADRA-SYMEST\*  
 STEVEN J. NATAUPSKY

PAUL A. STEWART  
 JOSEPH F. JENNINGS  
 CRAIG S. SUMMERS  
 ANNEMARIE KAISER  
 BRENTON R. BABCOCK\*  
 THOMAS F. SMEGAL, JR.  
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 RICHARD C. GILMORE  
 THOMAS R. ARNO  
 DAVID N. WEISS  
 DANIEL HART  
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 JOSEPH M. REISMAN  
 WILLIAM R. ZIMMERMAN  
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 DO TE KIM  
 TIRZAH ABE LOWE  
 GEOFFREY Y. HIDA  
 ALEXANDER S. FRANCO  
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 SUSAN M. MOSS

OF COUNSEL  
 JERRY R. SEILER  
 JAPANESE PATENT ATTY  
 KATSUHIRO ARAI\*\*  
 EUROPEAN PATENT ATTY  
 MARTIN HELLEBRANDT  
 KOREAN PATENT ATTY  
 MINCHEOL KIM  
 SCIENTISTS & ENGINEERS  
 (NON-LAWYERS)  
 RAIMOND J. SALENIKS\*\*  
 MICHAEL L. FULLER\*\*  
 NEIL S. BARTTFOLO\*\*  
 DANIEL E. JOHNSON\*\*  
 JEFFERY KOEPKE  
 KHURRAM RAHMAN  
 JENNIFER A. HAYNES  
 BRENDAN P. O'NEILL  
 MARRINA D. MEI  
 THOMAS Y. NAGATA  
 JOHN M. GROVER\*\*  
 ALAN C. GORDON  
 PETER M. MIDGLEY

Assistant Commissioner for Trademarks  
 2900 Crystal Drive  
 Arlington, VA 22202-3513

ATTENTION: BOX NEW APP FEE

Re: New Trademark/Service Mark Application  
 Mark: MOTOWN MISSILE  
 Class: 4, 41  
 Applicant: ARKENOL, INC.  
 Our Reference: ARKENOL.018T

Dear Sir:

Enclosed for filing are the application papers of Arkenol, Inc. for registration of the subject trademark/service mark on the Principal Register, including the following:

1. A written application with signed Declaration and Power of Attorney;
2. A one-sheet drawing of the mark;
3. A stamped, self-addressed postcard to acknowledge receipt; and
4. A check in the amount of \$490 for filing fee.

Please charge Deposit Account No. 11-1410 for any additional fees which may be required, or credit any overpayment to this account. A copy of this letter is enclosed.

Respectfully submitted,

*Daniel E. Altman*  
 Daniel E. Altman

Enclosures  
 DEA-3763:dam  
 012299

275 BATTERY STREET  
 SUITE 1840  
 SAN FRANCISCO, CALIFORNIA 94111  
 (415) 954-4114  
 FAX (415) 954-4111

501 WEST BROADWAY  
 SUITE 1400  
 SAN DIEGO, CALIFORNIA 92101  
 (619) 235-8550  
 FAX (619) 235-0176

3801 UNIVERSITY AVENUE  
 SUITE 710  
 RIVERSIDE, CALIFORNIA 92501  
 (909) 781-9231  
 FAX (909) 781-4507

\* A PROFESSIONAL CORPORATION  
 \* ALSO MEMBER OF D.C. BAR  
 \*\* ALSO BARRISTER AT LAW (U.K.)  
 \*\* U.S. PATENT AGENT

Exhibit: A  
 Page: 290

INTELLECTUAL PROPERTY LAW  
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**PATENT, TRADEMARK AND COPYRIGHT CAUSES**

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 PETER M. MIDGLEY

January 22, 1999

**VIA EXPRESS MAIL**

Assistant Commissioner for Trademarks  
 2900 Crystal Drive  
 Arlington, VA 22202-3513

ATTENTION: BOX NEW APP FEE

Re: New Trademark/Service Mark Application  
 Mark: MOTOWN MISSILE  
 Class: 4, 41  
 Applicant: ARKENOL, INC.  
 Our Reference: ARKENOL.018T

Dear Sir:

Enclosed for filing are the application papers of Arkenol, Inc. for registration of the subject trademark/service mark on the Principal Register, including the following:

1. A written application with signed Declaration and Power of Attorney;
2. A one-sheet drawing of the mark;
3. A stamped, self-addressed postcard to acknowledge receipt; and
4. A check in the amount of \$490 for filing fee.

Please charge Deposit Account No. 11-1410 for any additional fees which may be required, or credit any overpayment to this account. A copy of this letter is enclosed.

Respectfully submitted,

*Daniel E. Altman*  
 Daniel E. Altman

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 012299

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 (909) 781-9231  
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\* A PROFESSIONAL CORPORATION  
 \* ALSO MEMBER OF D.C. BAR  
 \*\* ALSO BARRISTER AT LAW (U.K.)  
 \*\* U.S. PATENT AGENT

**Exhibit: A**  
**Page: 291**

CERTIFICATE OF MAILING BY "EXPRESS MAIL"

"Express Mail" mailing label no. EL035558024US

I hereby certify that this correspondence and all listed attachments are addressed to the Assistant Commissioner for Trademarks, 2900 Crystal Drive, Arlington, VA 22202-3513, and are being deposited with the United States Postal Service "Express Mail Post Office to Addressee" service on

January 22, 1999

Don King

TRADEMARK APPLICATION SERIAL NO. \_\_\_\_\_

75625492

U.S. DEPARTMENT OF COMMERCE  
PATENT AND TRADEMARK OFFICE  
FEE RECORD SHEET

01/26/1999 BLL/DYB 00000018 75625492

01 FC:361

490.00 OP

PTO-1555  
(5/87)

Exhibit: A  
Page: 292

**COMBINE**

ARKENOL.018T

DRAWING

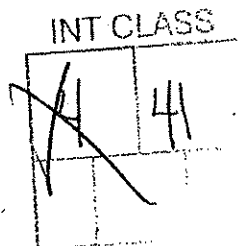
TRADEMARK/SERVICE MARK

**APPLICANT:**

Arkenol, Inc.

**P.O. ADDRESS:**

27401 Los Altos, Suite 400,  
Mission Viejo, CA 92691



**FIRST USE ANYWHERE:**

Intent-to-Use Application

**FIRST USE IN COMMERCE:**

Intent-to-Use Application

**GOODS:**

Motor oil, fuel, lubricants and cleaners for use with vehicles in International Class 4; Sports-related entertainment, namely, organizing and maintaining automobile racing teams in International Class 41.



01-22-1999

U.S. Patent & TMOs/TM Mail Rpt Dt. #47

REGISTER  
11/12/02

**MOTOWN MISSILE**



**PUBLISHED**  
**04/24/01**

**TRADEMARK**



75625492

**Exhibit: A**  
**Page: 293**

\*\*\* User: fbhatti \*\*\*

#	Total Marks	Dead Marks	Live Viewed Documents	Live Viewed Images	Status	Search
01	146	N/A	0	0		*mot\$w*[bi,ti]
02	12087	N/A	0	0		*mis*[bi,ti]
03	3	1	2	2		1 and 2
04	8260	N/A	0	0		*mot*[bi,ti]
05	23	11	12	12		2 and 4
06	2120	N/A	0	0		*mis\$l*[bi,ti]
07	91	N/A	0	0		6 and '004'[cc]
08	13	0	13	13		7 not dead
09	672	N/A	0	0		6 and '041'[cc]
10	136	N/A	0	0		9 and '041'[ic]
11	12	0	12	12		10 not dead
12	6	4	1	1		1 and '004'[cc]
13	57	N/A	0	0		1 and '041'[cc]
14	33	0	33	33		13 not dead

Session started 7/15/99 5:16:07 PM  
Session finished 7/15/99 5:23:39 PM  
Duration 7 minutes

Default NEAR limit= 1 ADJ limit= 1

\*\*\* User: EX598632 \*\*\*

STMT NUMBER	TOTAL MARKS	LIVE VIEWED	DEAD VIEWED	SEARCH
01	781	0	0	PHONSCH motown ^ motowns ^ mo town ^ mo towns
02	126	0	0	PHONSCH missile ^ missiles
03	1	1	0	PHONSCH 1&2

TERMINAL SESSION STARTED 07/15/99 5:23 P.M. (EASTERN TIME)  
TERMINAL SESSION FINISHED 07/15/99 5:27 P.M. (EASTERN TIME)  
ELAPSED TIME THIS SESSION 0 HRS AND 4 MIN



**Int. Cl.: 41**

**Prior U.S. Cls.: 100, 101, and 107**

**United States Patent and Trademark Office**

**Reg. No. 2,649,776**

**Registered Nov. 12, 2002**

**SERVICE MARK  
PRINCIPAL REGISTER**

**MOTOWN MISSILE**

ARKENOL, INC. (NEVADA CORPORATION)  
27401 LOS ALTOS, SUITE 400  
MISSION VIEJO, CA 92691

FIRST USE 1-0-1999; IN COMMERCE 1-0-1999.

FOR: SPORTS-RELATED ENTERTAINMENT,  
NAMELY, ORGANIZING AND MAINTAINING AU-  
TOMOBILE RACING TEAMS FOR OTHERS, IN  
CLASS 41 (U.S. CLS. 100, 101 AND 107).

SN 75-625,492, FILED 1-22-1999.

MICHAEL SOUDERS, EXAMINING ATTORNEY

Int. Cl.: 41

Prior U.S. Cls.: 100, 101, and 107

Reg. No. 2,649,776

United States Patent and Trademark Office

Registered Nov. 12, 2002

**SERVICE MARK  
PRINCIPAL REGISTER**

**MOTOWN MISSILE**

ARKENOL, INC. (NEVADA CORPORATION)  
27401 LOS ALTOS, SUITE 400  
MISSION VIEJO, CA 92691

FIRST USE 1-0-1999; IN COMMERCE 1-0-1999.

FOR: SPORTS-RELATED ENTERTAINMENT,  
NAMELY, ORGANIZING AND MAINTAINING AU-  
TOMOBILE RACING TEAMS FOR OTHERS, IN  
CLASS 41 (U.S. CLS. 100, 101 AND 107).

SN 75-625,492, FILED 1-22-1999.

MICHAEL SOUDERS, EXAMINING ATTORNEY

<SERIAL NUMBER>	75625492
<MARK>	MOTOWN MISSILE
<LAW OFFICE ASSIGNED>	TMO Law Office 115
<CONTACT TYPE>	Correspondent
<ORIGINAL ADDRESS>	DANIEL E. ALTMAN KNOBBE, MARTENS, OLSON & BEAR, LLP 620 NEWPORT CENTER DRIVE SIXTEENTH FLOOR NEWPORT BEACH, CALIFORNIA 92660 US
<NEW ADDRESS>	
<CORRESPONDENT>	Daniel E. Altman
<ORGANIZATION>	KNOBBE, MARTENS, OLSON & BEAR LLP
<STREET ADDRESS>	2040 Main Street, 14th Floor
<CTRY>	Irvine
<STATE>	CA
<POSTAL CODE>	92614
<PHONE>	949-760-0404
<FAX>	949-760-9502
<EMAIL>	efiling@kmob.com
<EMAIL AUTHORIZED>	Y
<SUBMIT DATE>	Aug 9, 2002
<BOILERPLATE>	
<EMAIL>	The USPTO is authorized to communicate with the applicant at the listed email address.
<SIGNATURE>	
<SIGNATURE-NAME>	/dphipps/
<SIGNATORY-DATE>	20020809
<SIGNATORY-NAME>	Daima Phipps
<SIGNATORY-POSITION>	Intellectual Property Assistant

ARKENOL.018T

SERVICE MARK

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant	:	Arkenol, Inc.	)	
Serial No.	:	75/625,492	)	Examining Attorney: Farah P. Bhatti
Filed	:	January 22, 1999	)	
Mark	:	MOTOWN MISSILE	)	Law Office: 115
Mailing Date of Notice of Allowance	:	July 17, 2001	)	

STATEMENT OF USE UNDER 37 C.F.R. § 2.88 WITH DECLARATION

Commissioner for Trademarks  
2900 Crystal Drive  
Arlington, VA 22202-3513

Dear Sir:

Applicant requests registration of the above-identified service mark in the United States Patent and Trademark Office on the Principal Register established by the Act of July 5, 1946 (15 U.S.C. § 1051, et seq., as amended). One (1) specimen showing the mark as used in commerce in connection with the Class 41 services is submitted with this statement.

Applicant is using the mark in commerce on or in connection with all the Class 41 services identified in the Notice of Allowance. Applicant respectfully requests the PTO to remove the Class 4 goods from the application.

08/07/2002 JHWLEY 00000053 75625492

01 FC:363

100.00 DP

Mark : MOTOWN MISSILE  
Serial No. : 75/625,492

The mark was first used on or in connection with the Class 41 services on or before January 1999; was first used in commerce on or before January 1999, and is now in use in such commerce.

The fee for this Statement of Use is enclosed.

The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Account No. 11-1410.

#### DECLARATION

I, Tirzah Abé Lowe, declare as follows: I am properly authorized to execute this Statement of Use on behalf of the applicant; I believe the applicant to be the owner of the mark sought to be registered; the mark is now in use in commerce; all statements made herein of my own knowledge are true, and all statements made on information and belief are believed to be true; these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or document or any registration resulting therefrom.

ARKENOL, INC.

Dated: 7/16/02

By: Tirzah Abé Lowe  
Tirzah Abé Lowe  
Attorney for Applicant

H:\DOCS\TAL\TAL-S361.DOC  
071602

7/01

# Incoming Correspondence Routing Sheet

To: ITU - EXTENSION GRANTED - ITU FILE ROOM

Word Mark: MOTOWN MISSILE

Serial No: 75625492



Mail Date: 07192002



Doc. Type: Extension of Time to File a SOU/Statement of Use under Section 1(d)(1)



SO4

---

Fee

RAM Mail Date: 071902



# Knobbe Martens Olson & Bear LLP

Intellectual Property Law

620 Newport Center Drive  
Sixteenth Floor  
Newport Beach, CA 92660  
Tel 949-760-0404  
Fax 949-760-9502  
www.kmob.com

Tirzah Abé Lowe  
949-721-6344  
tlowe@kmob.com

July 16, 2002

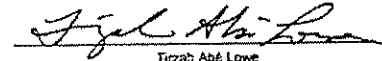
## VIA CERTIFICATE OF MAILING

Box ITU Fee  
Commissioner for Trademarks  
2900 Crystal Drive  
Arlington, VA 22202-3513

I hereby certify that this correspondence and all marked attachments are being deposited with the United States Postal Service as first-class mail in an envelope addressed to: Assistant Commissioner for Trademarks, 2900 Crystal Drive, Arlington, VA 22202-3513, on

July 16, 2002

(Date)

  
Tirzah Abé Lowe

Re: Intent-to-Use Service Mark Application  
Service Mark: MOTOWN MISSILE  
Serial No.: 75/625,492  
Filing Date: January 22, 1999  
Class: 41  
Applicant: Arkenol, Inc.  
Our Reference No.: ARKENOL.018T

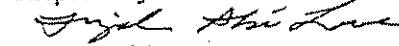
Dear Sir:

Enclosed for filing in connection with the subject mark are the following:

1. A Statement of Use with signed Declaration;
2. One (1) specimen of the mark as used;
3. A Second Request for Extension of Time to File a Statement of Use;
4. A stamped, self-addressed postcard to acknowledge receipt; and
5. A check in the amount of \$250 for filing fee.

Please charge Deposit Account No. 11-1410 for any additional fees which may be required, or credit any overpayment to this account. [REDACTED]

Respectfully submitted,

  
Tirzah Abé Lowe

Enclosures  
H:\DOCS\ITAL-5364.DOC\071602

San Diego  
619-235-8550

San Francisco  
415-954-4114

Los Angeles  
310-551-3450

Riverside  
909-781-9231

ARKENOL.018T

SERVICE MARK

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant	:	Arkenol, Inc.	)	Examining Attorney: Farah
Serial No.	:	75/625,492	)	P. Bhatti
Filed	:	January 22, 1999	)	Law Office: 115
Mark	:	MOTOWN MISSILE	)	
Mailing Date of Notice of Allowance	:	July 17, 2001	)	

EXT REQ GRANTED

REQUEST FOR EXTENSION OF TIME TO FILE  
STATEMENT OF USE SUBMITTED TOGETHER  
WITH STATEMENT OF USE UNDER  
37 C.F.R. §§ 2.89(b) AND 2.89(e)(2)

Assistant Commissioner for Trademarks  
2900 Crystal Drive  
Box ITU  
Arlington, VA 22202-3513

Dear Sir:

Applicant hereby requests a further six-month extension of time to file the Statement of Use. This is the second such request for extension of time.

Applicant has a continued bona fide intention to use the mark in commerce on or in connection with the Class 41 services identified in the Notice of Allowance.

Applicant believes that it has made valid use of the mark in commerce, as evidenced by the submitted Statement of Use, but if the Statement of Use is found by the U.S. Patent and Trademark Office to be fatally defective, Applicant will need this additional time in which to file a new Statement of Use.

The fee for this Request for Extension of Time is enclosed.

08/07/2002 JHWLEY 00000053 75625492

02 FC:364

150.00 00



Mark : MOTOWN MISSILE  
Serial No. : 75/625,492

DECLARATION

I, Tirzah Abé Lowe, declare as follows: I am properly authorized to execute this Request for Extension of Time to File a Statement of Use on behalf of the applicant; I believe the applicant to be entitled to use the mark sought to be registered; all statements made herein of my own knowledge are true; I believe that all statements made on information and belief are believed to be true; these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or document or any registration resulting from it.

ARKENOL, INC.

Dated: 7/16/02

By: Tirzah Abé Lowe  
Tirzah Abé Lowe  
Attorney for Applicant

H:\DOCS\ITAL\TAL-5362.DOC  
071602

Service Mark Specimen  
Mark: MOTOWN MISSILE  
Serial No.: 75/625,492  
International Class: 41  
Applicant: Arkenol, Inc.  
Our Reference No.: ARKENOL.018T

# Knobbe Martens Olson & Bear LLP

Intellectual Property Law

620 Newport Center Drive  
Sixteenth Floor  
Newport Beach, CA 92660  
Tel 949-760-0404  
Fax 949-760-9502  
www.kmob.com

Tirzah Abé Lowe  
949-721-6344  
tlowe@kmob.com

July 16, 2002

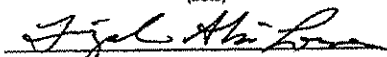
## VIA CERTIFICATE OF MAILING

Box ITU Fee  
Commissioner for Trademarks  
2900 Crystal Drive  
Arlington, VA 22202-3513

I hereby certify that this correspondence and all marked attachments are being deposited with the United States Postal Service as first-class mail in an envelope addressed to: Assistant Commissioner for Trademarks, 2900 Crystal Drive, Arlington, VA 22202-3513, on

July 16, 2002

(Date)


  
Tirzah Abé Lowe

Re: Intent-to-Use Service Mark Application  
Service Mark: MOTOWN MISSILE  
Serial No.: 75/625,492  
Filing Date: January 22, 1999  
Class: 41  
Applicant: Arkenol, Inc.  
Our Reference No.: ARKENOL.018T

Dear Sir:

Enclosed for filing in connection with the subject mark are the following:

1. A Statement of Use with signed Declaration;
2. One (1) specimen of the mark as used;
3. A Second Request for Extension of Time to File a Statement of Use;
4. A stamped, self-addressed postcard to acknowledge receipt; and
5. A check in the amount of \$250 for filing fee.

Please charge Deposit Account No. 11-1410 for any additional fees which may be required, or credit any overpayment to this account. 

Respectfully submitted,

  
Tirzah Abé Lowe

Enclosures

H:\DOCS\ITAL\ITAL-5364.DOC\071602

San Diego  
619-235-8550

San Francisco  
415-954-4114

Los Angeles  
310-551-3450

Riverside  
909-781-9231

Exhibit: A  
Page: 306

ARKENOL.018T

SERVICE MARK

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

Applicant	:	Arkenol, Inc.	)	
			)	
Serial No.	:	75/625,492	)	Examining Attorney: Farah P.
			)	Bhatti
Filed	:	January 22, 1999	)	
			)	Law Office: 115
Mark	:	MOTOWN MISSILE	)	
			)	
Mailing Date			)	
of Notice of			)	
Allowance	:	July 17, 2001	)	
			)	
			)	

---

**STATEMENT OF USE UNDER 37 C.F.R. § 2.88 WITH DECLARATION**

Commissioner for Trademarks  
2900 Crystal Drive  
Arlington, VA 22202-3513

Dear Sir:

Applicant requests registration of the above-identified service mark in the United States Patent and Trademark Office on the Principal Register established by the Act of July 5, 1946 (15 U.S.C. § 1051, et seq., as amended). One (1) specimen showing the mark as used in commerce in connection with the Class 41 services is submitted with this statement.

Applicant is using the mark in commerce on or in connection with all the Class 41 services identified in the Notice of Allowance. Applicant respectfully requests the PTO to remove the Class 4 goods from the application.

Mark : MOTOWN MISSILE  
Serial No. : 75/625,492

The mark was first used on or in connection with the Class 41 services on or before January 1999; was first used in commerce on or before January 1999, and is now in use in such commerce.

The fee for this Statement of Use is enclosed.

The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Account No. 11-1410.

DECLARATION

I, Tirzah Abé Lowe, declare as follows: I am properly authorized to execute this Statement of Use on behalf of the applicant; I believe the applicant to be the owner of the mark sought to be registered; the mark is now in use in commerce; all statements made herein of my own knowledge are true, and all statements made on information and belief are believed to be true; these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or document or any registration resulting therefrom.

ARKENOL, INC.

Dated: 7/16/02

By: Tirzah Abé Lowe  
Tirzah Abé Lowe  
Attorney for Applicant

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071602

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant	:	Arkenol, Inc.	)
			) Examining Attorney: Farah
Serial No.	:	75/625,492	) P. Bhatti
			)
Filed	:	January 22, 1999	) Law Office: 115
			)
Mark	:	MOTOWN MISSILE	)
			)
Mailing Date			)
of Notice of			)
Allowance	:	July 17, 2001	)
			)

REQUEST FOR EXTENSION OF TIME TO FILE  
STATEMENT OF USE SUBMITTED TOGETHER  
WITH STATEMENT OF USE UNDER  
37 C.F.R. §§ 2.89(b) AND 2.89(e)(2)

Assistant Commissioner for Trademarks  
 2900 Crystal Drive  
 Box ITU  
 Arlington, VA 22202-3513

Dear Sir:

Applicant hereby requests a further six-month extension of time to file the Statement of Use. This is the second such request for extension of time.

Applicant has a continued bona fide intention to use the mark in commerce on or in connection with the Class 41 services identified in the Notice of Allowance.

Applicant believes that it has made valid use of the mark in commerce, as evidenced by the submitted Statement of Use, but if the Statement of Use is found by the U.S. Patent and Trademark Office to be fatally defective, Applicant will need this additional time in which to file a new Statement of Use.

The fee for this Request for Extension of Time is enclosed.

Mark : MOTOWN MISSILE  
Serial No. : 75/625,492

DECLARATION

I, Tirzah Abé Lowe, declare as follows: I am properly authorized to execute this Request for Extension of Time to File a Statement of Use on behalf of the applicant; I believe the applicant to be entitled to use the mark sought to be registered; all statements made herein of my own knowledge are true; I believe that all statements made on information and belief are believed to be true; these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or document or any registration resulting from it.

ARKENOL, INC.

Dated: 7/16/02

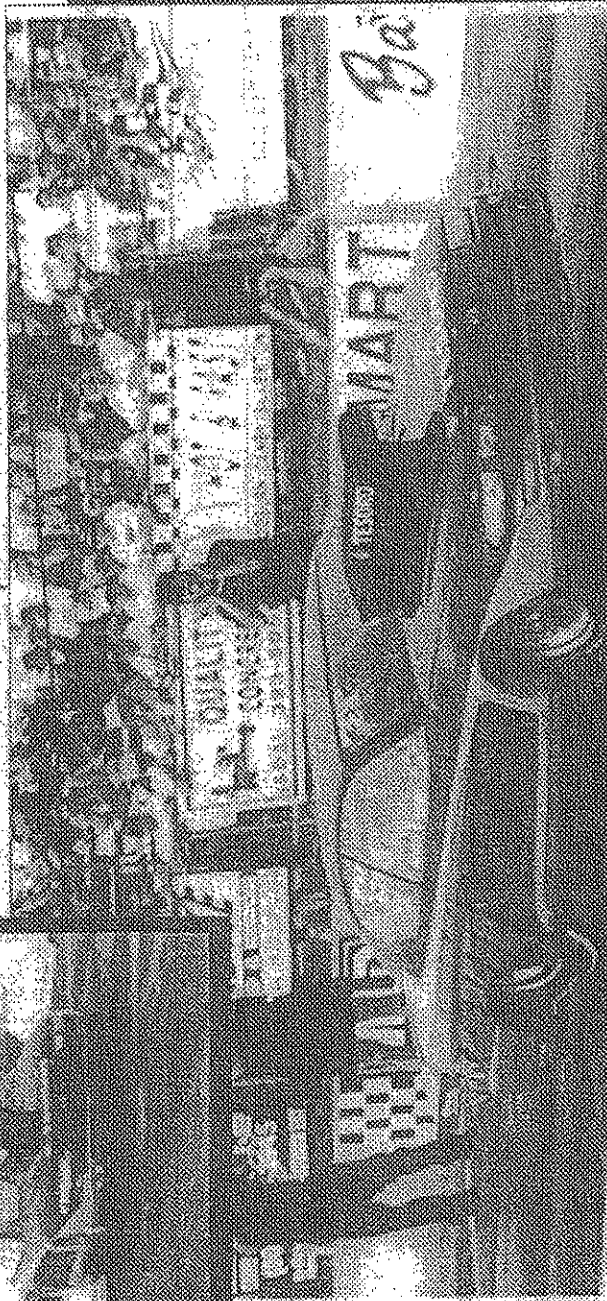
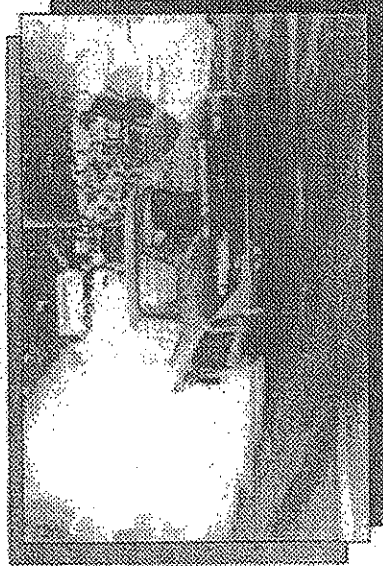
By: Tirzah Abé Lowe  
Tirzah Abé Lowe  
Attorney for Applicant

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071602

Service Mark Specimen  
Mark: MOTOWN MISSILE  
Serial No.: 75/625,492  
International Class: 41  
Applicant: Arkenol, Inc.  
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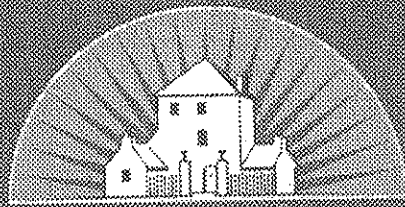
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Exhibit: A  
Page: 313

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New York Toronto London Sydney Auckland



**mo'tor scoot'er**, *n.* scooter (def. 2). [1915-20]

**mo•tor•ship** (mō'tər ship'), *n.* a ship driven by a diesel or other internal-combustion engine. [1900-05]

**mo'tor torpe'do boat'**, *n.* PT BOAT. [1935-40]

**mo'tor truck'** or **mo'tor•truck'**, *n.* TRUCK<sup>1</sup> (def. 1). [1915-20]

**mo'tor u'nit**, *n.* a motor neuron and the muscle fibers innervated by its axon. [1965-70]

**mo'tor ve'hicle**, *n.* an automobile, truck, bus, or similar motor-driven conveyance. [1885-90]

**mo•ter•way** (mō'tər wā'), *n.* Brit. EXPRESSWAY. [1900-05]

**Mo•town** (mō'toun'), *n.* 1. Detroit, Michigan: a nickname. 2. an upbeat, often pop-influenced style of rhythm and blues associated with Detroit and with numerous black vocalists since the 1950s.

**Mott** (mot), *n.* 1. **Lucretia Coffin**, 1793-1880, U.S. advocate of women's rights and the abolition of slavery. 2. **Sir Nevill Francis**, 905-96, British physicist.

**otte** (mot), *n.* a mound surmounted by a tower, which together with a bailey comprised an early Norman castle. [1885-90; < F. mound; see MOAT]

**mo-ti-vate** (mō'tə vā't), *v.t.*, *-vat-ed*, *-vat-ing*. to provide with a motive or motives; incite; impel. [1860-65] — **mo-ti-va-tor**, *n.*

**mo-ti-va-tion** (mō'tə vā'shən), *n.* 1. an act or instance of motivating. 2. the state of being motivated. 3. something that motivates; inducement. [1870-75] — **mo-ti-va-tion-al**, *adj.* — **mo-ti-va-tive**, *adj.*

**mo-tive** (mō'tiv), *n.*, *adj.*, *v.*, *-tived*, *-tiv-ing*. — *n.* 1. something that causes a person to act in a certain way, do a certain thing, etc.; incentive. 2. the goal or object of a person's actions: *Her motive was revenge.* 3. MOTIF (def. 1). — *adj.* 4. causing or tending to cause motion. 5. pertaining to motion. 6. prompting to action. 7. constituting a motive or motives. — *v.t.* 8. MOTIVATE. [1325-75; (< MF *motif*) < ML *mōtivus* serving to move = L *mōt(us)* (ptp. of *movēre* to move) + *-ivus* -ive)] — **mo-tive-less**, *adj.* — **Syn.** MOTIVE, INDUCEMENT, INCENTIVE apply to something that prompts a person to action. MOTIVE is usu. applied to an inner urge that moves a person; it may also apply to a contemplated goal, the desire for which moves the person: *Her motive was a wish to help. Money was the motive for the crime.* INDUCEMENT is used mainly of opportunities offered by another person or by situational factors: *The salary they offered me was a great inducement.* INCENTIVE is usu. applied to something offered as a reward or to stimulate competitive activity: *Profit sharing is an incentive for employees.*

**mo-tive power**, *n.* any power used to impart motion to machinery; any source of mechanical energy. [1615-25]

**mo-tiv-i-ty** (mō tiv'i tē), *n.* the power of initiating or producing motion. [1680-90]

**mot juste** (mō zhyst'), *n.*, *pl.* **mots justes** (mō zhyst'). French. the exact or appropriate word.

**mot-ley** (mō'tlē), *adj.*, *n.*, *pl.* **-leys**. — *adj.* 1. exhibiting great diversity of elements; heterogeneous. 2. being of different colors combined; parti-colored. 3. wearing a parti-colored garment: *a motley fool*. — *n.* 4. a combination of different colors. 5. the parti-colored garment of a jester. 6. a heterogeneous assemblage. [1350-1400; ME; orig. obscure]

**Mot-ley** (mō'tlē), *n.* John Lothrop, 1814-77, U.S. historian.

**mot-mot** (mō'tmōt'), *n.* any of various tropical American birds of the family Momotidae, akin to the kingfishers. [1830-40; < NL]

**mo-to-cross** (mō'tō krōs', -kros'), *n.* a motorcycle race over a course of very rough terrain. [1950-55; < F, = *moto(cycle)* MOTORCYCLE + *cross(-country)* CROSS-COUNTRY]

**mo-to-neu-ron** (mō'ta nōr'on, -nyōr'on), *n.* MOTOR NEURON. [1905-10; *moto-* (comb. form repr. MOTOR) + NEURON]

**mo-tor** (mō'tər), *n.* 1. a comparatively small and powerful engine, esp. an internal-combustion engine in an automobile, motorboat, or the like. 2. any self-powered vehicle. 3. something that imparts motion, esp. a contrivance, as a steam engine, that receives and modifies energy from some natural source in order to utilize it in driving machinery. 4. a machine that converts electrical energy into mechanical energy. — *adj.* 5. pertaining to or operated by a motor. 6. of, by, or for motor vehicles. 7. designed for motorists: *a motor inn*. 8. causing or producing motion. 9. conveying an impulse that results or tends to result in motion: *a motor nerve cell*. 10. of, pertaining to, or involving muscular movement: *a motor response*. — *v.t.* 11. to ride in an automobile; drive. — *v.t.* 12. to drive or transport by car. [1580-90; < L *mōtor mover* = *mō-* (var. s. of *movēre* to move) + *-tor* -tor]

**mo-tor-bike** (mō'tər bīk'), *n.*, *v.*, *-biked*, *-bik-ing*. — *n.* 1. a small, lightweight motorcycle. 2. a bicycle propelled by an attached motor. — *v.t.* 3. to drive or ride a motorbike. [1900-05] — **mo-tor-bik'er**, *n.*

**mo-tor-boat** (mō'tər bōt'), *n.* 1. a boat propelled by an inboard or outboard motor. — *v.t.* 2. to travel in or operate a motorboat. [1900-05]

**mo-tor-bus** (mō'tər bus'), *n.*, *pl.* **-bus-es**, **-bus-eses**. a passenger bus powered by a motor. Also called **mo-tor coach**. [1900-05]

**mo-tor-cade** (mō'tər kād'), *n.* a procession or parade of automobiles or other motor vehicles. [1910-15, Amer.]

**mo-tor-car** (mō'tər kār'), *n.* 1. AUTOMOBILE. 2. a self-propelled railroad car for freight or passengers. [1885-90, Amer. (for def. 2)]

**mo-tor court**, *n.* MOTEL. [1935-40, Amer.]

**mo-tor-cy-cle** (mō'tər sī'kəl), *n.*, *v.*, *-cled*, *-cl-ing*. — *n.* 1. a motor vehicle resembling a bicycle but larger and heavier, chiefly for one rider but sometimes having two saddles or a sidecar for passengers. — *v.t.* 2. to ride on a motorcycle. [1895-1900] — **mo-tor-cy-clist**, *n.*

**mo-tor-drome** (mō'tər drōm'), *n.* a rounded course or track for automobile and motorcycle races. [1905-10]

**mo-tor home**, *n.* a van or trucklike vehicle outfitted as living quarters for camping or extended motor trips. [1965-70]

**mo-tor-ic** (mō'tōr'ik, -tōr'), *adj.* MOTOR (def. 10). [1925-30]

**mo-tor-ist** (mō'tōr'ist), *n.* a person who drives or travels in a privately owned automobile. [1895-1900]

**mo-tor-ize** (mō'tə rīz'), *v.t.*, *-ized*, *-iz-ing*. 1. to furnish with a motor. 2. to supply with motor vehicles. [1910-15] — **mo-tor-i-za-tion**, *n.*

**mo-tor lodge**, *n.* MOTEL. [1960-65]

**mo-tor-man** (mō'tər mən), *n.*, *pl.* **-men**. 1. a person who drives an electrically operated vehicle, as a streetcar or subway train. 2. a person who operates a motor. [1885-90, Amer.] — **Usage.** See -MAN.

**mo-tor-mouth** or **mo-tor-mouth**, *n.*, *pl.* **-mouths** (-mouthz', -mouths'). Slang. a person who is a constant or irrepressible talker. [1960-65]

**mo-tor neu-ron** or **motoneuron**, *n.* a nerve cell that conducts impulses to a muscle, gland, or other effector. [1895-1900]

**mo-tor pool**, *n.* a fleet of motor vehicles available for temporary use by personnel, as at a military installation. [1940-45, Amer.]

**mo-tor scooter**, *n.* SCOOTER (def. 2). [1915-20]

**mo-tor-ship** (mō'tər ship'), *n.* a ship driven by a diesel or other internal-combustion engine. [1900-05]

**mo-tor torpe/do boat**, *n.* PT BOAT. [1935-40]

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**motte** (mōt), *n.* a mound surmounted by a tower, which together with a bailey comprised an early Norman castle. [1885-90; < F; mound; see MOAT]

**mot-tle** (mō'tl), *v.*, *-tled*, *-tling*, *n.* — *v.t.* 1. to mark with spots or blotches of different colors or shades. — *n.* 2. such a spot or blotch of color. 3. mottled coloring or pattern. [1670-80; prob. from *motier*]

**mot-tled enam/el**, *n.* FLUOROSIS (def. 2). [1925-30]

**mot-to** (mō'tō), *n.*, *pl.* **-toes**, **-tos**. 1. a maxim adopted as an expression of one's guiding principle. 2. a phrase or word expressing the spirit or purpose of a group, often inscribed on a badge, banner, etc. [1580-90; < It < LL *muttum* utterance. Cf. *MOT*]

**Mo-tze** (mō'dzu'), *n.* (Mo Ti) fl. 5th century B.C., Chinese philosopher.

**moue** (mō), *n.*, *pl.* **moues** (mō). a pouting grimace. [< F; OF *moē*]

**mouf-lon** or **mouf-flon** (mōf'lon), *n.* a wild sheep, *Ovis musimon*, inhabiting the mountainous regions of Sardinia and Corsica, the male of which has large curving horns. [1765-75; < F < It *mufione*, orig. dial.; cf. Corsican *muffolo*, Sardinian *murone*, LL *mufrō*, s. *mufrōn*]

**mou-jik** (mō zhīk', mōō'zhīk'), *n.* MUZHİK.

**mou-lage** (mō lāzh'), *n.* 1. the making of a mold, esp. with plaster of Paris, of objects, footprints, etc., as for the purpose of identification. 2. the mold itself. [1900-05; < F *moul(er)* to mold]

**mould** (mōld), *n.*, *v.t.*, *v.i.* Chiefly Brit. MOLD.

**Mou-lmein** (mōl mǎn', mōl-) *n.* a seaport in S Burma at the mouth of the Salween River. 220,000.

**moult** (mōlt), *v.t.*, *v.i.*, *n.* Chiefly Brit. MOLT.

**mound** (maund), *n.* 1. a natural elevation of earth; hillock or knoll. 2. an artificial elevation of earth, as for a defense work or a dam; embankment. 3. a heap or raised mass: *a mound of papers*. 4. the slightly raised ground from which a baseball pitcher delivers the ball. — *v.t.* 5. to form into a mound; heap up. 6. to furnish with a mound of earth, as for a defense. [1505-15; earlier: hedge or fence used as a boundary or protection; cf. OE *mund* hand (hence, protection), c. ON *mund* protection]

**Mound/ Build'ers**, *n.pl.* the American Indian tribes that, in prehistoric and early historic times, erected burial mounds and other earthworks in the Mississippi drainage basin and SE U.S. [1830-40]

**mount** (maunt), *v.t.* 1. to go up; climb; ascend. 2. to get up on (a platform, a horse, etc.). 3. to set or place at an elevation: *to mount a house on stilts*. 4. to furnish with a horse or other animal for riding. 5. to set or place (a person) on horseback. 6. to organize and launch (an attack, campaign, etc.). 7. to raise or put (a gun) into position for use. 8. (of a fortress or warship) to have (guns) in position for use. 9. to put (a sentry or watch) on guard. 10. to fix on or in a support, backing, setting, etc.: *to mount a photograph*. 11. to provide (a play, opera, etc.) with scenery, costumes, and other equipment for production. 12. to prepare (an animal body or skeleton) for exhibition as a specimen. 13. (of an animal) to climb upon (another animal) for copulation. 14. a. to prepare (a slide) for microscopic investigation. b. to prepare (a sample) for examination by a microscope, as by placing it on a slide. — *v.i.* 15. to increase in amount or intensity (often fol. by *up*): *The costs mounted up*. 16. to get up on the back of a horse or other animal for riding. 17. to rise or go to a higher position, level, degree, etc.; ascend. 18. to get up on something, as a platform. — *n.* 19. the act or a manner of mounting. 20. a horse, other animal, or sometimes a vehicle, as a bicycle, used, provided, or available for riding. 21. an act or occasion of riding a horse, esp. in a race. 22. a support, backing, setting, or the like, on or in which something is mounted. 23. an ornamental or functional metal piece on furniture. 24. a slide prepared for examination by a microscope. 25. any means of holding a stamp on a page for display. [1300-50; ME < OF *munter*, *monter* < VL \**montāre*, der. of L *mont-* (s. of *mōns*) MOUNT] — **mount'a-ble**, *adj.*

**mount<sup>2</sup>** (maunt), *n.* a mountain: often used as part of a place name. [bef. 900; ME, OE *munt* < L *mont-* (s. of *mōns*) mountain, hill]

**moun-tain** (maun'tn), *n.* 1. a natural elevation of land rising more or less abruptly to a summit, and attaining an altitude greater than that of a hill. 2. a large mass or heap; pile. 3. a huge amount: *a mountain of mail*. — *adj.* 4. of or pertaining to mountains. 5. living, growing, or located in the mountains. 6. resembling or suggesting a mountain, as in size. — **Idiom.** 7. **make a mountain out of a mole-hill**, to exaggerate a minor difficulty. [1175-1225; < OF *montaigne* < VL \**montānea*, der. of \**montāneus* = L *montānus* (s. of *mōns*) mountainous (mont-, s. of *mōns* mountain + -ā)]

**moun'tain ash**, *n.* any of seve

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## Motown, *adj.* and *n.*

DRAFT REVISION June 2008

*Brit.* /ˈməʊtaʊn/, *U.S.* /ˈmoʊˌtaʊn/ [< *Motown*, the proprietary name for records produced by the Motown Record Corporation of Detroit, Michigan, United States, founded in 1959 by Berry Gordy Jr., shortened < *Motor Town*, nickname for Detroit, a city noted for its vehicle-manufacturing industry. Compare MOTOR CITY *n.*]

**A. *adj.*** Designating, relating to, or in the style of music that blends soul and pop styles, originally made popular in the 1960s by black musicians and singers recording for the Motown Record Corporation.

[1960 *Billboard* 26 Dec. 21/2 The group previously recorded for the Chess and Motown labels, chalking up success after success.] 1965 *Billboard* 7 Aug. 10/3 'Stop in the Name of Love'—was delivered in typical Motown style. 1969 A. SHAW *Rock Revol.* 200 A wedding of rhythm-and-blues..and pop, of gospel rhythms and modern ballad harmony, Motown or Detroit sound is exemplified by The Supremes, The Temptations, The Four Tops and Martha and the Vandellas. 1971 *New Yorker* 25 Sept. 127 The set included several songs from each of the Band's three albums..and two Motown oldies. 1986 D. A. DYE *Platoon* (1987) iv. 37 The kid with the lovely falsetto singing voice..doing Motown tunes. 1993 *Time Off* (Brisbane) 23 June 5/1 It's 1993 and the sound is distinctly Motown.

### **B. *n.***

**1. Motown music.** Cf. TAMLA MOTOWN *n.*

1966 *N.Y. Times* 27 Nov. VI. 168/2 Motown has come to stand for a particular kind of R & B. 1970 *Melody Maker* 11 July 19/7 Some of their songs are extremely unusual, for example 'Jesus Buddha Moses Gauranga' which starts with a bit of 2001 string sound and contains one line which is pure Motown. 1979 *United States 1980/81* (Penguin Travel Guides) 160 Detroit is the home of Motown, the sound that made the Supremes famous. 1990 *Stereophile* 13 173/1 Though the Persuasions did most of their early persuadin' on their native Brooklyn streetcorners,

most of the tunes here—and their vocal style—are straight (so to speak) Motown.

## 2. The city of Detroit itself.

[1971 *Playboy* May 176/3 Detroit city—that's Motown city.] 1975 *Publishers Weekly* 3 Mar. 69/1 Motown is now Murder City and anything that is bad in any American metropolis is often described as worse in Detroit. 1989 *Sci. Amer.* Nov. 11/1 Hyperplasia of affluent suburbs [has] cut Motown's population... Industrial cities like Detroit have declined. 1991 *Economist* 5 Jan. 62/2 There is no longer any doubt in Motown that the American car market has entered its worst recession in a decade. 2001 *Calgary Sun* (Nexis) 1 Jan. S8 Believing the tournament ended yesterday, Detroit organizers booked a return flight to Motown for 7 a.m. this morning.

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From Wikipedia, the free encyclopedia

**Detroit** (pronounced /diˈtroʊ/) (French: *Détroit*, meaning "strait"<sup>[1]</sup>, pronounced [dɛˈwaʁ]) is the largest city in the U.S. state of Michigan and the seat of Wayne County. Detroit is a major port city on the Detroit River, in the Midwest region of the United States. Located north of Windsor, Ontario, Detroit is the only major U.S. city that looks south to Canada. It was founded in 1701 by the Frenchman Antoine de la Mothe Cadillac.

It is known as the world's traditional automotive center. "Detroit" is a metonym for the American automobile industry — and an important source of popular music, features celebrated by the city's two familiar nicknames, *Motown City* and *Motor City*.<sup>[2]</sup> Other nicknames emerged in the twentieth century, including *Rock City*, *Arsenal of Democracy* (during World War II),<sup>[3]</sup> *The D*, *D-Town*, *Hockeytown*, and *The 3-1-3* (its area code).<sup>[1]</sup>

In 2006, Detroit ranked as the United States' eleventh most populous city, with 918,249 residents.<sup>[4]</sup> At its peak, the city was the fourth largest in the country, but it has rapidly declined in population since the 1960s.

The name *Detroit* sometimes refers to the Metro Detroit area, a sprawling region with a population of 4,467,592<sup>[5]</sup> for the Metropolitan Statistical Area, making it the nation's eleventh-largest, and a population of 5,405,918<sup>[13]</sup> for the nine-county Combined Statistical Area as of the 2007 Census Bureau estimates. The Detroit-Windsor area, a critical commercial link snaddling the Canada-U.S. border, has a total population of about 5,700,000.<sup>[14]</sup>

## Contents

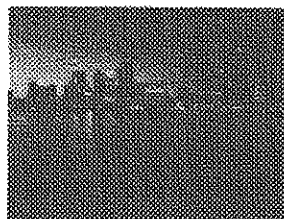
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## History

The city name comes from the Detroit River (French: *l'étroit du Lac Érie*), meaning "the strait of Lake Erie," linking Lake Huron and Lake Erie; in the historical context, the strait included Lake St. Clair and the St. Clair River.<sup>[15]</sup> Traveling up the Detroit River on the ship *Le Griffon* (owned by La Salle), Father Louis Heurtegher noted the north bank of the river as an ideal location for a settlement. There, in 1701, the French officer Antoine de la Mothe Cadillac founded a settlement called *Fort Detroit*, naming it after the comte de Pontchartrain. Minister of Marine under Louis XIV, François Marie Picoté, sieur de Belestre (Montreal 1719–1793) was the last French military commander at Fort Detroit (1758–1760), surrendering the fort on November 29, 1760 to the British. Detroit's city flag reflects this French heritage. (See Flag of Detroit, Michigan.)

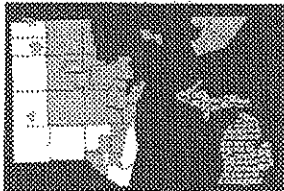
During the French and Indian War (1760), British troops gained control and shortened the name to *Detroit*. Several tribes led by Chief Pontiac, an Ottawa leader, launched Pontiac's Rebellion (1763), including a siege of Fort Detroit. Partially in response to this, the British Royal Proclamation of 1763 included restrictions on white settlement in unceded Indian territories. Detroit passed to the United States under the Jay Treaty (1796). In 1805, fire destroyed most of the settlement. A river warehouse and brick chimneys of the wooden houses were the sole structures to survive.<sup>[16]</sup>

### City of Detroit



Nickname: The Motor City, Motown, Hockeytown, Rock City, The D

Motto: "Speramus Meliora, Resorget Cineribus" (Latin for, "We Hope For Better Things, It Shall Rise From the Ashes")



Location in Wayne County, Michigan  
Coordinates: 42°19′33.76″N 83°7′21″W﻿ / ﻿42.326044°N 83.1225°W﻿ / 42.326044; -83.1225

Country	United States
State	Michigan
County	Wayne
Founded	1701
Incorporation	1816
Government <span></span>	
<span> </span> • <span> </span> Type	Strong Mayor-Council
<span> </span> • <span> </span> Mayor	Kwame Kilpatrick (D)
Area <span></span>	
<span> </span> • <span> </span> City	143.0 <span> </span> sq <span> </span> mi (370.2 <span> </span> km <sup>2</sup> )
<span> </span> • <span> </span> Land	138.5 <span> </span> sq <span> </span> mi (359.4 <span> </span> km <sup>2</sup> )
<span> </span> • <span> </span> Water	4.3 <span> </span> sq <span> </span> mi (10.8 <span> </span> km <sup>2</sup> )
<span> </span> • <span> </span> Urban	1,295 <span> </span> sq <span> </span> mi (3,354 <span> </span> km <sup>2</sup> )
<span> </span> • <span> </span> Metro	3,913 <span> </span> sq <span> </span> mi (10,135 <span> </span> km <sup>2</sup> )
Elevation <span><sup>[1]</sup></span>	600 <span> </span> ft (183 <span> </span> m)
Population <span><sup>[1]</sup></span> <span><sup>[2]</sup></span> <span><sup>[3]</sup></span> <span><sup>[4]</sup></span>	
<span> </span> • <span> </span> City	918,249
<span> </span> • <span> </span> Density	6,856/sq <span> </span> mi (2,647/km <sup>2</sup> )
<span> </span> • <span> </span> Urban	3,068,377
<span> </span> • <span> </span> Metro	4,467,592
<span> </span> • <span> </span> City <span> </span> • <span> </span> 2006 <span> </span> • <span> </span> Mean <span> </span> • <span> </span> 2007	
Time zone	EST (UTC-5)
<span> </span> • <span> </span> Summer (DST)	EDT (UTC-4)
Area codes	313
FIPS code	26-22000 <sup>[6]</sup>
GNIS feature ID	1617956 <sup>[6]</sup>
Website	http://www.detroitmi.gov/



From 1805 to 1847, Detroit was the capital of Michigan. As the city expanded, the street layout followed a plan developed by Augustus B. Woodward, Chief Justice of the Michigan Territory. Detroit fell to British troops during the War of 1812 in the Siege of Detroit, was recaptured by the United States in 1813 and incorporated as a city in 1815. Prior to the American Civil War, the city's access to the Canadian border made it a key stop along the underground railroad.<sup>[17]</sup> Then a Lieutenant, the future president Ulysses S. Grant was stationed in the city. His dwelling is still at the Michigan State Fairgrounds. Because of this local sentiment, many Detroiters volunteered to fight during the American Civil War, beginning with the "Iron Brigade" which defended Washington, D.C. early in the Civil War. Abraham Lincoln is quoted as saying "Thank God for Michigan!" Following the death of President Abraham Lincoln, George Armstrong Custer delivered a eulogy to the thousands gathered near Campus Martius Park. Custer led the Michigan Brigade during the American Civil War and called them the "Wolverines."<sup>[18]</sup>

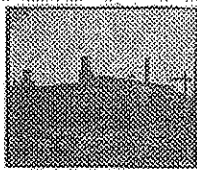


Detroit in the 1850s

Detroit's many Gilded Age mansions and buildings arose during the late 1800s. The city was referred to as the "Paris of the West" for its architecture, and for Washington Boulevard, recently electrified by Thomas Edison.<sup>[19]</sup> Strategically located along the Great Lakes waterway, Detroit emerged as a transportation hub. The city had grown steadily from the 1830s with the rise of shipping, shipbuilding, and manufacturing industries. In 1896, a thriving carriage trade prompted Henry Ford to build his first automobile in a rented workshop on Mack Avenue, and in 1904, the Ford Motor Company was founded. Ford's manufacturing — and those of automotive pioneers William C. Durant, the Dodge brothers, Packard, and Walter Chrysler — reinforced Detroit's status as the world's automotive capital; it also served to encourage truck manufacturers such as Rapid and Grubowsky.

The industry spurred the city's spectacular growth during the first half of the twentieth century as it drew tens of thousands of new residents, particularly workers from the Southern United States, and became the fourth largest city in the nation. At the same time, thousands of immigrants from Europe poured into the city, adding to competition for jobs and housing. Social tensions rose with the rapid pace of growth and pressure on neighborhoods.

With the introduction of prohibition, smugglers used the river as a major conduit for Canadian spirits, organized in large part by the notorious Purple Gang.<sup>[20]</sup> Strained racial relations were evident in the 1920s trial of Dr. Ossian Sweet, a black Detroit physician acquitted of murder after he shot into a threatening mob who gathered after his move into an all-white area.<sup>[21]</sup>



Cadillac Motor Co. (c. 1916)  
Cass Ave. at Amsterdam St.

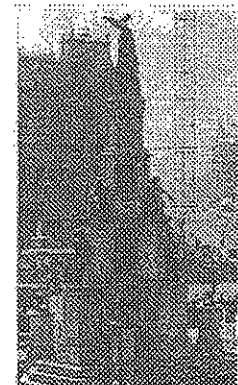
Labor strife climaxed in the 1930s when the United Auto Workers became involved in bitter disputes with Detroit's auto manufacturers. The labor activism of those years brought notoriety to union leaders such as Jimmy Hoffa and Walter Reuther. The 1940s saw the construction of the world's first urban depressed freeway, the Davison.<sup>[22]</sup> and the industrial growth during World War II that led to Detroit's nickname as the Arsenal of Democracy.<sup>[23]</sup>

The city faced major challenges during the war as tens of thousands of workers migrated to the city to work in the war industries. Many of these migrant workers were blacks and whites from the U.S. south. Housing was difficult to find. The "color blind" promotion policies of the auto plants resulted in racial tension that erupted into a full-scale riot in 1942.<sup>[24]</sup>

the city's already strained neighborhood cohesion. Industrial consolidation during the 1950s, especially in the automobile sector, increased competition for remaining jobs, combined with suburban migration and simmering racial tensions led to a textbook case of white flight, resulting in many Detroit inner-city neighborhoods endured a painful decline during the 1960s and 1970s which left many areas of the inner-city with urban blight and soaring crime. The Twelfth Street riot in 1967, the construction of new auto plants in Detroit's suburbs and closing of users in the city, as well as court-ordered busing accelerated white flight from the city, while many black people were victims of discriminatory loan and sales practices that denied them home ownership in the suburbs.

Commensurate with the shift of population and jobs to its suburbs, the city's tax base declined. Retailers and small business owners departed the city in the wake of the increased crime rate. Within a few years large numbers of buildings and homes were abandoned, many remaining for decades in a state of decay. A self-reinforcing spiral began, and in the years following, Detroit's population fell from roughly 2 million in 1950 less than half that number today.

In 1973, the city elected its first black mayor, Coleman Young. Young's combative style during his five terms in office was not well received by many whites, who continued to leave the city in large numbers.<sup>[25]</sup> The gasoline crises of 1973 and 1979 heavily impacted the U.S. auto industry as small cars from foreign makers made inroads into the traditional dominance of the domestic automakers. High-paying manufacturing jobs became scarce. Heroin and crack cocaine use afflicted the city with the influence of Butch Jones, Maserati Rick, and the Chambers Brothers. Drug-related violence and property crimes rose, and many abandoned homes were demolished as they had become havens for drug dealers. Sizable tracts have reverted to a form of urban prairie with wild animals spotted migrating into the city.<sup>[26]</sup> "Renaissance" has been a perennial buzzword among city leaders since the Twelfth Street riot and was reinforced by the construction of the Renaissance Center in the late 1970s. This complex of skyscrapers, designed as a "city within a city," slowed but was unable to reverse the trend of businesses leaving the city's Downtown until the 1990s.



Michigan Soldiers' and Sailors' Monument of the Civil War sits the old Detroit City Hall

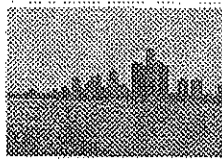
In 1980, Detroit hosted the Republican National Convention which nominated Ronald Reagan to a successful bid for President of the United States. Four years later, the city again appeared on the national radar, but for unwelcome reasons. rioting in the wake of the Detroit Tigers' World Series championship left three dead and millions of dollars in property damage. Detroit also became known for Devils Night. By 1984, 10 years into Mayor Coleman A. Young's tenure, Detroit had developed an unmanageable abandoned buildings problem. The hemorrhage of taxpaying residents into the suburbs left tens of thousands of vacant buildings. A 1989 Detroit News story reported that the abandonment had created a new industry: scavengers taking bricks from vacant buildings and selling them to builders. A thousand bricks, one scavenger reported, brought \$200. Many abandoned buildings were seized by the state for unpaid taxes. Absentee landlords turned others over to federal agencies and took tax write-offs. But almost all of them ended up dumped on an increasingly poorly funded city government which was ill-prepared to handle the problem. The death spiral of entire city blocks steepened, fueled by abandonment. By the late 1980s nearly three decades of white flight, abandonment, confused tax and property laws, absentee landlords, profit-hungry real-estate agents, criminals, drug addicts, lax bureaucracy, and ineffective federal and local policies had caused entire city streets to die.<sup>[27]</sup> Many mobs bombed out European streets in the aftermath of WWI, full of old crumbling, decaying, abandoned, burned-out, and unsafe structures which, in turn, harbored vice and crime and encouraged those who still remained to leave.

In the 1990s, the city began to enjoy a revival, much of it centered downtown. Comerica Tower at Detroit Center (1993) arose on the city skyline. In the ensuing years, three casinos opened in Detroit: MGM Grand Detroit and MotorCity Casino, which have now added permanent resorts and Greektown Casino which is scheduled to open its permanent resort at the end of 2009. New downtown stadiums were constructed for the Detroit Tigers and Detroit Lions in 2000 and 2002, respectively; this put the Lions' home stadium in the city proper for the first time since 1974. The city hosted the 2005 MLB All-Star Game, 2006 Super Bowl XL, 2006 World Series and WrestleMania 23 in 2007, all which prompted many improvements to the downtown area. The city's riverfront is the focus of much development; in 2007, the first portions of the Detroit River Walk were laid, including miles of parks and fountains. This new urban development in Detroit is a mainstay in the city's earnest desire to reinvent its economic identity through tourism.<sup>[28]</sup> Along the river, upscale million dollar condos are going up, such as Watermark Detroit, some of the most expensive the city has ever seen.

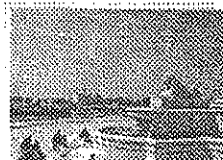
## Geography

### Topography

**Exhibit: A**  
**Page: 320**

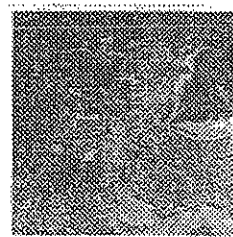


Detroit skyline along the Detroit River.



A view of the city from Belle Isle Park.

According to the United States Census Bureau, the city has a total area of 143.0 square miles (370.2 km<sup>2</sup>); of this, 132.8 square miles (344.4 km<sup>2</sup>) is land and 4.2 square miles (10.8 km<sup>2</sup>) is water. Detroit is the principal city of the Metro Detroit and Southeast Michigan regions. The highest elevation in Detroit is in the University District neighborhood in northwestern Detroit, just west of Palmer Park sitting at a height of 670 feet (204 m). Detroit's lowest elevation is along its riverfront, sitting at a height of 579 feet (176 m). Detroit completely encircles the cities of Hamtramck and Highland Park. On its northeast border are the wealthy communities of Grosse Pointe. The Detroit River International Wildlife Refuge is the only international wildlife preserve in North America, uniquely located in the heart of a major



A simulated-color satellite image of Detroit, with Windsor across the river, taken on NASA's Landsat 7 satellite.

metropolitan area. The Refuge includes islands, coastal wetlands, marshes, shoals, and waterfront lands along 48 miles (77 km) of the Detroit River and Western Lake Erie shoreline.

The city is crossed by three road systems: the original French template, radial avenues from a Washington, D.C.-inspired system, and true north-south roads from the Northwest Ordinance township system. The city is north of Windsor, Ontario. Detroit is the only major city along the U.S.-Canadian border in which one travels south in order to cross into Canada. Detroit has four border crossings: the Ambassador Bridge and the Detroit-Windsor Tunnel provide motor vehicle thoroughfare; the Michigan Central Railway Tunnel provides railroad access to and from Canada. The fourth border crossing is the Detroit-Windsor Truck Ferry, located near the Windsor Salt Mine and Zug Island. Not far from Zug Island, the southwest part of the city sits atop a 1,300-acre (615 ha) salt mine that is 1,190 feet (340 m) below the surface. The Detroit Salt Company mine has over 100 miles (160 km) of roads within it.<sup>[27][30]</sup>

## Climate

Detroit and the rest of southeastern Michigan have a continental climate which is influenced by the Great Lakes. Winters are cold with moderate snowfall<sup>[31]</sup> and nighttime temperatures sometimes dropping below 10 °F (−12 °C), while summers are warm with temperatures sometimes exceeding 90 °F (32 °C). Average monthly precipitation ranges from about two to four inches (50 to 100 mm). Snowfall, which typically occurs from November to early April, ranges from an average of 1 to 10 inches (3 to 25 cm) a month<sup>[32]</sup>. The highest recorded temperature was 105.5 °F (40.5 °C) on July 24, 1934, while the lowest recorded temperature was −24.0 °F (−31.1 °C) on December 22, 1872.<sup>[33]</sup>

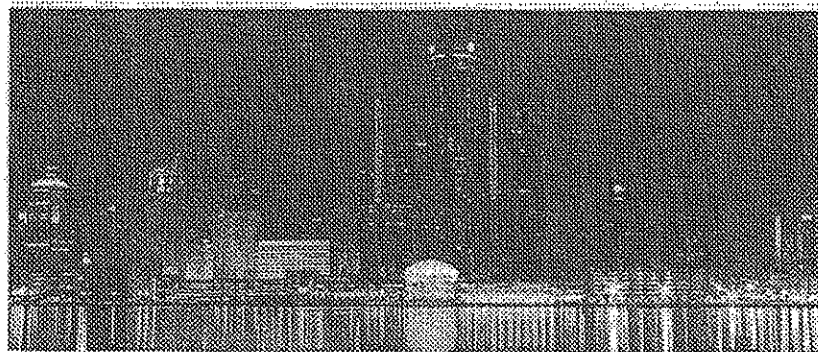
Weather averages for Detroit, Michigan													[hide]
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average high °F	31	37	48	58	70	79	81	81	74	62	48	36	58
Average low °F	16	18	27	37	48	57	62	69	53	41	32	22	39
Precipitation inches	1.9	1.7	2.4	3.0	2.9	2.6	3.1	3.4	2.8	2.2	2.7	2.5	32.3
Average high °C	−1	3	9	14	21	26	28	27	23	17	9	2	14
Average low °C	−9	−6	−3	3	9	14	17	18	12	5	0	−6	5
Precipitation cm	4	4	6	7	7	6	7	8	7	5	6	6	82

Source: Weatherbase<sup>[34]</sup> Nov 2006

## Surrounding municipalities

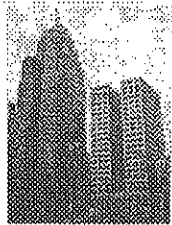
The cities of Hamtramck and Highland Park both lie entirely within the boundaries of the city of Detroit.

## Cityscape

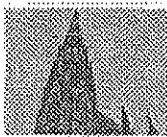


Detroit International Riverfront at night during the Season of Super Bowl XL.

## Architecture



Penobscot Building (1928) left, with the Chase Building (1912).



St. Joseph Catholic Church (1873) is a notable example of Detroit's late medieval architecture.

Seen in panorama, Detroit's waterfront shows a variety of architectural styles. The post modern neogothic spires of the Comerica Tower at Detroit Center (1993) were designed to blend with the city's Art Deco skyscrapers. Together with the Renaissance Center, they form a distinctive and recognizable skyline. Examples of the Art Deco style include the Guardian Building and Penobscot Building downtown, as well as the Fisher Building and Cadillac Place in the New Center area near Wayne State University. Among the city's prominent structures are the nation's largest Fox Theatre, the Detroit Opera House, and the Detroit Institute of Arts.

While the downtown and New Center areas contain high-rise buildings, the majority of the surrounding city consists of low-rise structures and single-family homes. Outside of the city's core, residential high-rises are found in neighborhoods such as the East Riverfront extending toward Grosse Pointe and the Palmer Park neighborhood just west of Woodward.

Neighborhoods constructed prior to World War II feature the architecture of the times. Wood frame and brick houses in the working class neighborhoods, larger brick homes in middle class neighborhoods, and ornate mansions in neighborhoods such as Brush Park, Woodbridge, Indian Village, Palmer Woods, Sherwood Forest, and others. The oldest neighborhoods are along the Woodward and Jefferson corridors, while neighborhoods built in the 1950s are found in the far west and closer to 8 Mile Road. Some of the oldest extant neighborhoods include Corktown, a working class, formerly Irish neighborhood, and Brush Park. Both are now seeing multi-million dollar restorations and construction of new homes and condos.

Many of the city's architecturally significant buildings are on the National Register of Historic Places and the city has one of the nation's largest surviving collections of late nineteenth and early twentieth century buildings.<sup>[37]</sup> There are a number of architecturally significant churches, including St. Joseph Catholic Church and Saint Anne de Detroit Catholic Church.

There is substantial activity in urban design, historic preservation and architecture.<sup>[38]</sup> A number of downtown redevelopment projects — of which Campus Martius Park is one of the most notable — have revitalized parts of the city. Grand Circus Park stands near the city's theater district, Ford Field, home of the Detroit Lions, and Comerica Park, home of the Detroit Tigers.

The Detroit International Riverfront includes a partially completed three and one-half mile riverfront promenade with a combination of parks, residential buildings, and commercial areas from Hart Plaza to the MacArthur Bridge accessing Belle Isle (the largest island park in a U.S. city). The riverfront includes Tri-Centennial State Park and Harbor, Michigan's first urban state park. The second phase is a two mile (3 km) extension from Hart Plaza to the Ambassador Bridge for a total of five miles (8 km) of parkway from bridge to bridge. Civic planners envision that the riverfront properties condemned under eminent domain, with their pedestrian parks, will spur more residential development. Other major parks include Palmer Park (north of Highland Park), River Rouge (in the southwest side), and Chene Park (on the east river downtown).

## Neighborhoods

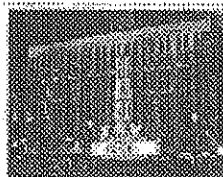
*See also: Neighborhoods in Detroit, Urban development in Detroit, and Public housing in Detroit*

Several neighborhoods and districts are listed in the National Register of Historic Places such as Lafayette Park, part of the Mies van der Rohe residential district. On Saturdays, about 45,000 people shop the city's historic Eastern Market.<sup>[39]</sup> The Midtown and the New Center area are centered around Wayne State University and Henry Ford Hospital. Midtown has about 50,000 residents, yet it attracts millions of visitors each year to its museums and cultural centers.<sup>[40]</sup> For example, the Detroit Festival of the Arts in Midtown draws about 350,000 people.<sup>[40]</sup> The University Commons-Palmer Park district in Northwest Detroit is near the University of Detroit Mercy and Marygrove College and has historic neighborhoods including Palmer Woods, Sherwood Forest, and Green Acres.

## Culture and contemporary life

Lifestyles for rising professionals in Detroit reflect those of other major cities.<sup>[41]</sup> This dynamic is luring many younger residents to the downtown area.<sup>[42]</sup> Luxury high rises such as the three Riverfront Towers have views of Hart Plaza and Canada. The New Center area contains examples of historic housing redevelopment. The Westin Book-Cadillac Hotel will include a number of luxury condos. The east river development plans include more luxury condominium developments. A desire to be closer to the urban scene has attracted young professionals to take up residence among the mansions of Grosse Pointe just outside the city. Detroit's proximity to Windsor, Ontario, provides for spectacular views and nightlife, along with Ontario's 19-and-older drinking age.<sup>[43]</sup>

## Entertainment and performing arts



Fox Theatre lights up 'Foxtown' in downtown Detroit

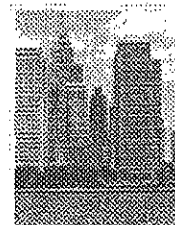
Live music has been a prominent feature of Detroit's nightlife since the late 1940s, bringing the city recognition under the nickname Motown. The metropolitan area has two nationally prominent live music venues: DTE Energy Music Theatre and The Palace of Auburn Hills. The Detroit Theatre District is the nation's second largest.<sup>[44]</sup><sup>[45]</sup> Major theaters include the Fox Theatre, Music Hall, the Genie Theatre, Masonic Temple Theatre, the Detroit Opera House, the Fisher Theatre and Orchestra Hall which hosts the renowned Detroit Symphony Orchestra. The Nederlander Organization, the largest controller of Broadway productions in New York City, originated with the purchase of the Detroit Opera House in 1922 by the Nederlander family and continues to operate to this day.

Important music events in the city include: the Ford Detroit International Jazz Festival, the Detroit Electronic Music Festival, the Motor City Music Conference (MC2), the Urban Organic Music Conference, the Concert of Colors, and the hip-hop Summer Jams Festival.

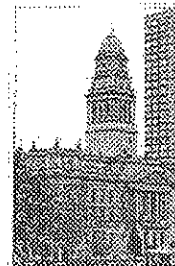
The city of Detroit has a rich musical heritage and has contributed to a number of different genres over the decades leading into the new

millennium.

In the 1950s, Detroit's blues scene saw the long-term residency of John Lee Hooker in the city's Southwest neighborhood of Delray. Hooker, among other important blues musicians, migrated North from his home in Mississippi bringing with him the Delta Blues to northern city's like Detroit. During the 1950s, the city became a center for jazz, with stars performing in the Black Bottom neighborhood.<sup>[46]</sup> Prominent emerging jazz musicians of the 1960s included trumpet player Donald Byrd who attended Cass Tech and performed with Art Blakey and the Jazz Messengers early in his career and saxophonist Pepper Adams who enjoyed a solo career and accompanied Byrd on several albums. The Graystone International Jazz Museum documents jazz in Detroit.<sup>[47]</sup><sup>[48]</sup>



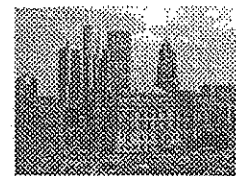
Detroit's skyline at Hart Plaza.



Wayne County Building (1897) from Monroe Street by John and Arthur Scott.



Historic homes in the Indian Village neighborhood on the east side



Renaissance Center with glass detail for the 2005 MLB All-Star Game

Berry Gordy, Jr. founded Motown Records which rose to prominence during the 1960s and early 1970s with acts such as Stevie Wonder, The Temptations, The Four Tops, Smokey Robinson & The Miracles, Diana Ross & The Supremes, the Jackson 5, Martha and the Vandellas and Marvin Gaye. The Motown Sound played an important role in the racial integration of popular music, as it was the first record label owned by an African American to primarily feature African-American artists who achieved crossover success. Gordy moved Motown to Los Angeles in 1972 to pursue film production, but the company has since returned to Detroit. Aretha Franklin is another Detroit R&B star who carried the Motown Sound; however, she did not record with Berry's Motown Label.

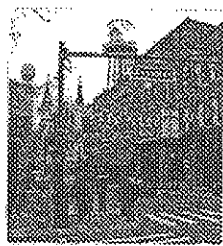
Detroit has also been home to many popular rock bands from the 1960s and 70s. During this period, local and national acts performed regularly at venues such as the Grande Ballroom and the Eastown Theater. Popular local bands producing and performing music included artists like the MC5, The Stooges, Bob Seger, Aubrey Kyles featuring Ted Nugent, Mitch Ryder and The Detroit Wheels, Ram Earth, and Alice Cooper. The group Kiss emphasized the city's connection with rock in the song *Detroit Rock City* and the movie produced in 1999.

In more recent times, Detroit has maintained a thriving music scene that has produced a number of artists who continue to shape music. During the late 1990s and into the new millennium, the band Sponge has continued to tour and produce music as well as artists such as Kid Rock and Uncle Kracker. The city also has an active garage rock scene that has generated national attention with acts such as The White Stripes, The Von Bondies, The Dethbonds, Electric Six, and more recently by bands like The Hard Lessons and former R-Funk Allstar drummer Gabe Gonzalez's Punk Band The Enemy Squad.

Detroit hip hop rose to prominence in the late nineties with the emergence of Insane Clown Posse, Twiztid, Eminem, Slum Village, D12, Anybody Killa, Blaze Ya Dead Homie, DJ Clay, J Dilla, Obie Trice, Pro-P, and Rahim. Detroit Soul artists include Aaliyah, Dwele, Amp Fiddler, and Kam.

Prominent Detroit Techno artists include Juan Atkins, Derrick May, and Kevin Saunderson.

## Tourism



Greenhouse in Detroit

Many of the area's prominent museums are located in the historic cultural center neighborhood around Wayne State University. These museums include the Detroit Institute of Arts, the Detroit Historical Museum, Charles H. Wright Museum of African American History, the Detroit Science Center, and the main branch of the Detroit Public Library. Other cultural highlights include Motown Historical Museum, Tuskegee Army Museum, Fort Wayne, Dossin Great Lakes Museum, the Museum of Contemporary Art Detroit (MOCAD), the Contemporary Art Institute of Detroit (CAID), and the Belle Isle Conservatory. Important history of Detroit and the surrounding area is exhibited at the The Henry Ford, the nation's largest indoor-outdoor museum complex.<sup>[49][50]</sup> The Detroit Historical Society provides information about tours of area churches, skyscrapers, and mansions. The Eastern Market farmer's distribution center is the largest open-air flowerbed market in the United States and has more than 150 foods and specialty businesses.<sup>[51]</sup> Other sites of interest are the Detroit Zoo and the Anna Scripps Whitcomb Conservatory on Belle Isle.

The city's Greektown and casino resorts serve as an entertainment hub. Annual summer events include the Detroit Electronic Music Festival, Detroit International Jazz Festival, and Woodward Dream Cruise. Within downtown, Campus Martius Park hosts large events such as the Motown Winter Blast. As the world's traditional automotive center, the city hosts the North American International Auto Show. Held since 1924, America's Thanksgiving Parade is one of the nation's largest.<sup>[52]</sup>



Spirit of Detroit - a part of the Heidelberg Project.

An important civic sculpture in Detroit is Marshall Fredericks' "Spirit of Detroit" at the Coleman Young Municipal Center. The image is often used as a symbol of Detroit and the statue itself is occasionally dressed in sports jerseys to celebrate when a Detroit team is doing well.<sup>[53]</sup> A memorial to Joe Louis at the intersection of Jefferson and Woodward Avenues was dedicated on October 16, 1956. The sculpture, commissioned by *Sports Illustrated* and executed by Robert Graham, is a twenty-four foot (7.3 m) long arm with a fitted hand suspended by a pyramidal framework.<sup>[54]</sup>

River Days, a five day festival on the International Riverfront, marked the opening of the River Walk along the east river leading up to the Windsor-Detroit International Freedom Festival fireworks with about 3.5 million visitors.

Artist Tyne Guyton created the controversial street art exhibit known as the Heidelberg Project in the mid 1980s, using junk and abandoned cars, clothing, shoes, vacuum cleaners, and other garbage Guyton found in the neighborhood near and on Heidelberg Street on the near East Side of Detroit.

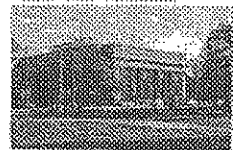
## Sports

Detroit is one of 13 American metropolitan areas that are home to professional teams representing the four major sports in North America. All these teams but one play within the city of Detroit itself (the NBA's Detroit Pistons and the WNBA's Detroit Shock both play in suburban Auburn Hills at The Palace of Auburn Hills). There are three active major sports venues within the city: Comerica Park (home of the Major League Baseball team Detroit Tigers), Ford Field (home of the NFL's Detroit Lions), and Joe Louis Arena (home of the NHL's Detroit Red Wings). A 1996 marketing campaign promoted the nickname "Hockeytown".

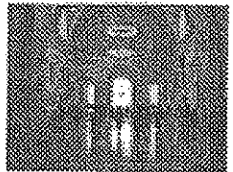
In college sports, Detroit's central location within the Mid-American Conference has made it a frequent site for the league's championship events. While the MAC Basketball Tournament moved permanently to Cleveland starting in 2009, the MAC Football Championship Game has been played at Ford Field in Detroit since 2003, and annually attracts 25,000 to 30,000 fans. The University of Detroit Mercy has a NCAA Division I program, and Wayne State University has both NCAA Division I and II programs. The NCAA football Motor City Bowl is held at Ford Field each December.

Sailboat racing is a major sport in the Detroit area. Lake St. Clair is home to many yacht clubs which host regattas. Brynview Yacht Club, the Detroit Yacht Club, Crescent Sail Yacht Club, Cruise Prince Yacht Club, The Windsor Yacht Club, and the Edison Boat Club each participate in and are governed by the Detroit Regional Yacht-Racing Association or DRYA. Detroit is home to many One-Design fleets including, but not limited to, North American 40s, Cal 25s, C&C 35s, Crescent Sailboats, Express 27s, J 105, Flying Scots, and many more.

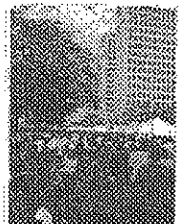
The Crescent Sailboat and L-Boat were both designed and built exclusively in Detroit. Detroit also has a very active and competitive junior sailing program.



Henry Theatre at Wayne State University



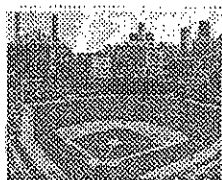
Detroit Institute of Arts



City of Detroit in the New Center with Cadillac Place in the background.



Looking towards Ford Field the night of Super Bowl XL.



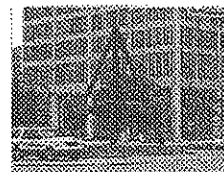
Comerica Park 2007

Since 1916, the city has been home to an American Boat Racing Association Unlimited hydroplane boat race, held annually (with exceptions) on the Detroit River near Belle Isle. Often, the race is for the ABRA Challenge Cup, more commonly known as the Gold Cup (first awarded in 1904, created by Tiffany) which is the oldest active motorsport trophy in the world.<sup>[55]</sup>

Detroit was the former home of a round of the Formula One World Championship, which held the race on the streets of downtown Detroit from 1982 until 1988, after which the sanction moved from Formula One to IndyCars until its final run in 2001.<sup>[56]</sup> In 2007, open-wheel racing will return to Belle Isle with both Indy Racing League and American Le Mans Series racing.<sup>[57]</sup>

Detroit was given the name "City of Champions" in the 1930s for a series of successes both in individual and in team sport.<sup>[58]</sup> Gar Wood (a native Detroit) won the Harmsworth Trophy for unlimited

powerboat racing on the Detroit River in 1931. In the next year, 1932, Eddie "The Midnight Express" Tolan, a black student from Detroit's Cass Technical High School, won the 100- and 200-meter races and two gold medals at the 1932 Summer Olympics. Joe Louis won the heavyweight championship of the world in 1937. Also, in 1935 the Detroit Lions won the NFL championship. The Detroit Tigers have won ten American League pennants (The most recent being in 2006) and four World Series titles. The Detroit Red Wings have won 11 Stanley Cups (the most by an American NHL franchise).<sup>[59][60]</sup> The Detroit Pistons have won three NBA titles, and the Detroit Shock have won two WNBA titles. In 2007, Detroit was given the nickname "Sports City USA" in recognition of its numerous sports teams with good game statistics and the high amount of dedicated sports fans.<sup>[61]</sup>



Joe Louis Memorial was dedicated in 1986

Detroit has the distinction of being the city which has made the most bids to host the Summer Olympics without ever being awarded the games: seven unsuccessful bids for the 1904, 1912, 1956, 1960, 1964, 1968 and 1972 games. It came as high as second place in the balloting two times, losing the 1968 games to Tokyo and the 1968 games to Mexico City.

Detroit has also hosted WWE's WrestleMania 23 in Ford Field. It was held 20 Years after WrestleMania III was held in nearby Pontiac, Michigan.

On May 31st and June 1 of 2008, The Red Bull Air Race is scheduled to run along the Detroit River.

See also: U.S. cities with teams from four major sports

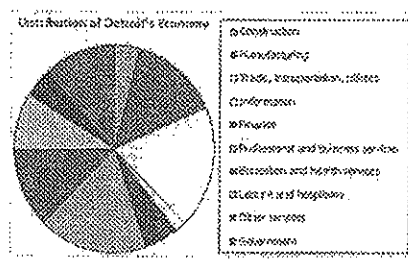
## Media

The *Detroit Free Press* and *The Detroit News* are the major daily newspapers, both broadsheet publications published together under a joint operating agreement. Media philanthropy includes the *Detroit Free Press* high school journalism program and the Old Newsboys' Goodfellows Fund of Detroit.

The Detroit television market is the eleventh largest in the United States,<sup>[62]</sup> however, these estimates do not include large areas of Ontario, Canada (Windsor and its surrounding area on broadcast and cable, as well as several other cable markets in Ontario, such as the city of Ottawa) which receive and watch Detroit television stations, so the actual audience ranking may be higher.

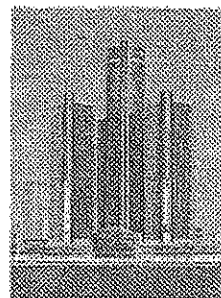
Detroit has the eleventh largest radio market in the United States,<sup>[63]</sup> though this ranking does not take into account Canadian audiences.

## Economy



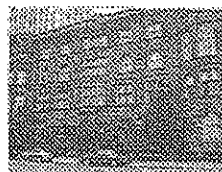
Detroit and the surrounding region constitute a major manufacturing center, most notably as home to the Big Three automobile companies, General Motors, Ford, and Chrysler. The city is an important center for global trade with large international law firms having their offices in both Detroit and Windsor. About 80,500 people work in downtown Detroit, comprising 21% of the City's employment.<sup>[64][65]</sup>

There are hundreds of offices and plants in the automotive support business including parts, electronics, and design suppliers. The domestic auto industry is primarily headquartered in Metro Detroit. New vehicle production, sales, and jobs related to automobile use account for one of every ten jobs in the United States.<sup>[66]</sup> The area is also an important source of engineering job opportunities. A 2004 Border Transportation Partnership study showed that 150,000 jobs in the Windsor-Detroit region and \$13 billion in annual production depend on the City of Detroit's international border crossing.<sup>[67]</sup>



The Renaissance Center is General Motors' world headquarters

The Detroit area is accustomed to the economic cycles of the auto industry.<sup>[68]</sup> A rise in automated manufacturing using robot technology, inexpensive labor in other parts of the world, and increased competition have led to a steady transformation of certain types of manufacturing jobs in the region. Local complications for the city include higher taxes than the nearby suburbs, with many unable to afford the levies on property.<sup>[69]</sup> In March 2007, metropolitan Detroit's unemployment rate was 6.5%.<sup>[70]</sup> In the city, the unemployment rate was 14.2% at the end of 2005, leaving Detroit with more than one-third of residents below the poverty line.<sup>[71]</sup> This is in part attributed to white flight following court-ordered busing during the 1970s. Parts of the city have abandoned and burned out shells of buildings. Though the city has struggled with finances, since 2006 it has balanced its budget with more funding available to demolish blighted properties.

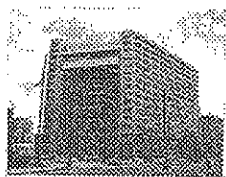


Over a century of Detroit business leaders have belonged to the Detroit Club

The Big Three automakers have collectively lost market share to foreign rivals.<sup>[72]</sup> However, Detroit's automakers have continued to gain volume from previous decades with the expansion of the American and global automotive markets. In 2003, Cadillac outscored all other luxury automakers in two of three quality surveys by Autodata, Strategic Vision, and J.D. Power.<sup>[73]</sup> General Motors led all other automakers in Strategic Vision's Total Quality Index (TQI) for 2006.<sup>[74]</sup> In 1996, with rising demand for sport-utility vehicles and pickup trucks, the industry fought Clinton administration's efforts to implement an across the board Corporate Average Fuel Economy (CAFE) increase.<sup>[75]</sup> In 2005, the Bush administration asked Congress for the authority to reform the CAFE standard from a single average to six different size based categories in an effort to resolve the issue.<sup>[76]</sup> In the late 1990s, Detroit's automakers had gained market share and were enjoying record profits until the recession of 2001 and the subsequent September 11, 2001 attacks caused a severe decline in the stock market along with a pension and benefit funds crisis. Although retiree health care costs remain a significant issue, General Motors' investment strategy generated a \$12.1 billion surplus in 2007 for its \$101 billion U.S. pension portfolio, a \$25 billion reversal from its \$17.8 billion in underfunding.<sup>[77]</sup> With rising oil prices and war, consumers chose to purchase fewer trucks and SUVs. This negatively impacted the profits of Detroit's automakers. As a result, GM and Ford have implemented their respective turnaround plans. Concern among analysts over restored profits has fueled economic uncertainty in the metro Detroit area.<sup>[78]</sup>

Initially, GM and Ford had sought to delay the introduction of uneconomical hybrids in favor of the all-fuel cell vehicle; however, with rising gasoline prices and foreign rivals marketing hybrid cars, Detroit's automakers responded. In 2006, Ford announced a dramatic increase in production of its hybrid gas-electric models.<sup>[79]</sup> Ford and GM have also promoted E-85 ethanol capable flexible-fuel vehicles as a viable alternative to gasoline. General Motors has invested heavily in all fuel cell equipped vehicles.<sup>[80]</sup> Chrysler's focus on biodiesel may boost sales. Two days after the September 11, 2001 attacks, GM announced it had developed the world's most powerful fuel cell stack capable of powering large commercial vehicles.<sup>[81]</sup> In 2002, the state of Michigan established NextEnergy, a non-profit corporation whose purpose is to enable commercialization of various energy technologies, especially hydrogen fuel cells. Its main complex is located north of Wayne State University.

Firms in the suburbs pursue emerging technologies including biotechnology, nanotechnology, information technology, cognate technology, and hydrogen fuel cell development. The city of Detroit has made efforts to lure the region's growth companies downtown with advantages such as a wireless Internet zone, business tax incentives, entertainment, an international riverfront, and residential high rises. Thus far, the city has had some success, most notably the addition of Compuware World Headquarters, OnStar, EDS offices at the Renaissance Center, PricewaterhouseCoopers Plaza offices adjacent to Ford Field, and the 2006 completion of Ernst & Young's offices at One Kennedy Square. However, Comerica Bank decided to move its headquarters from Detroit to Dallas in 2007 while maintaining its substantial presence in the region. On November 12, 2007, Quicken Loans announced its development agreement with the city to move its world headquarters, and 4,000 employees, to downtown Detroit, consolidating its suburban offices, a move considered to be a high importance to city planners to reestablish the historic downtown.<sup>[82]</sup> The construction sites reserved for development by the agreement include the location of the former Stadler on Grand Circus Park and the former Hudson's location.<sup>[83]</sup>



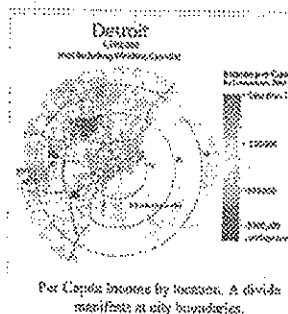
Compuware World Headquarters

Some Fortune 500 companies headquartered in Detroit include General Motors, auto parts maker American Axle & Manufacturing, and DTE Energy.<sup>[84]</sup> Detroit is home to Compuware and the national pizza chain Little Caesars. Downtown Detroit has major offices for Electronic Data Systems, Vision, Delphi, Ford Motor Company, PricewaterhouseCoopers, Ernst & Young, Deloitte Touche, KPMG, the Jeep and Dodge Truck arm of DaimlerChrysler, GMAC, and OnStar. Other major industries include advertising, law, finance, chemicals, and computer software. One of the nation's largest law firms, Miller, Canfield, Paddock & Stone P.L.C., has offices in both Windsor and Detroit. Compuware's new headquarters, GM's move to the Renaissance Center, and the State of Michigan's redevelopment of Cadillac Place in the New Center district have provided new synergies for the redevelopment of downtown.

Casino gaming plays an important economic role, with Detroit the largest city in the United States to offer casino resorts. Caesars Windsor, Canada's largest, complements the MGM Grand Detroit. MotorCity Casino, and Greektown Casino in Detroit. Though the casinos have brought new tax revenue and jobs to the city, the city still has high unemployment. Gaming revenues have grown steadily, with Detroit ranked as the fifth largest gambling market in the USA for 2007. However, when Caesars Windsor is included, Detroit's gambling market ranks third or fourth. In 2006, downtown Detroit reported \$1.2 billion in restaurations and new developments which increased the number of construction jobs in the city.<sup>[85]</sup> Medical service providers such as the Detroit Medical Center and Henry Ford Hospital are major employers in the city.

Media reviews of Detroit's economy tend to reflect the economic cycles. In 2007, downtown Detroit was named among the best big city neighborhoods in which to retire by CNN Money Magazine editors.<sup>[86]</sup> On the other hand, Detroit was named "America's Most Miserable City" by Forbes in January, 2002 because of the highest rate of violent crime and the second highest unemployment, along with other factors, in a major US city.<sup>[87]</sup>

## Demographics



Per Capita Income by location. A divide manifests at city boundaries.

Metropolitan Detroit suburbs are among the more affluent in the U.S. in contrast to lower incomes found within the city limits.<sup>[88]</sup> A 2007 report shows the city of Detroit's median household income at \$34,512, a 12% increase over the Census estimate.<sup>[89]</sup> and per capita income was \$14,717 at 2000 Census.<sup>[90]</sup> As of that Census, there were 951,270 people, 336,428 households, and 218,341 families residing in the city. The population density was 6,855.1 people per square mile (2,646.7/km<sup>2</sup>). There were 379,096 housing units at an average density of 3,703.0 units per square mile (1,043.6/km<sup>2</sup>). In 2006, Detroit's population was estimated to be 918,849, a decline of 3.4% since 2000, showing a much smaller exodus from the city than in past decades.

The city's population increased more than sixfold during the first half of the twentieth century, fed largely by an influx of Eastern European, Lebanese and Southern migrants to work in the burgeoning automobile industry.<sup>[90]</sup> However, since 1950 the city saw a major shift in its population to the suburbs. The city population dropped from its peak in 1950 with a population of 1,849,568 to 918,849 in 2006. This is partly attributable to the construction of an extensive freeway system during the 1950s and white flight.

### Historical populations

Census	Pop.	%±
1820	1,422	—
1830	2,222	56.3%
1840	9,103	309.6%
1850	21,019	130.9%
1860	45,619	117%
1870	79,577	74.4%
1880	116,340	46.2%
1890	303,877	77%
1900	285,704	32.8%
1910	469,756	63%
1920	993,678	113.3%
1930	1,568,662	57.9%
1940	1,623,452	3.5%
1950	1,849,568	13.9%
1960	1,670,144	−9.7%
1970	1,514,069	−9.3%
1980	1,263,368	−16.5%
1990	1,027,974	−14.6%
2000	951,270	−7.5%
Est 2006	918,849	−3.4%

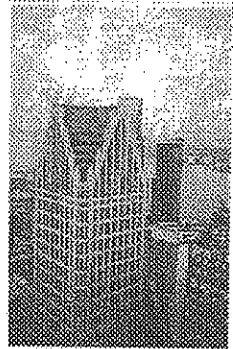
As of 2006, the city of Detroit was 81.2% Black American, 14.3% White American, 2.4% Asian American, 0.6% Native American, 0.03% Pacific Islander American, 2.54% from other races American, and 1.5% from two or more races. 3.9 percent of the population was Hispanic or Latino of any race. Non-Hispanic whites accounted for 10.5% of Detroit's population. The city's foreign-born population is at 5.3%.

There were 336,428 households out of which 33.9% have children under the age of 18 living with them, 26.7% were married couples living together, 31.6% had a female householder with no husband present, and 35.1% were non-families, 29.7% of all households were made up of individuals and 9.2% had someone living alone who is 65 years of age or older. The average household size was 2.77 and the average family size was 3.45.

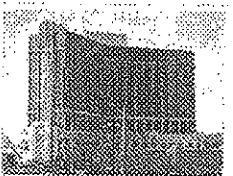
There is a wide age distribution in the city, with 31.1% under the age of 18, 9.7% from 18 to 24, 29.5% from 25 to 44, 19.3% from 45 to 64, and 10.4% who are 65 years of age or older. The median age was 31 years. For every 100 females there were 89.1 males. For every 100 females age 18 and over, there were 83.5 males.

The median household income in the city was \$29,526, and the median income for a family was \$33,853. Males had a median income of \$33,367 versus \$26,749 for females. The per capita income for the city was \$14,717. 26.1% of the population and 21.7% of families were below the poverty line. Out of the total population, 34.2% of those under the age of 18 and 18.6% of those 65 and older were living below the poverty line.

The Detroit suburbs in Oakland County, Macomb County, and northeastern and northwestern Wayne County are predominantly white. Of the African-Americans who live in the metropolitan area, about 70% live within the Detroit city limits. Metro Detroit's ethnic communities are diverse and include descendants of the French founders, as well as Irish, Germans, Scots, Poles, Italians, Greeks, Albanians, Jews, Arabs, and Lebanese who settled during the city's early twentieth century industrial boom. Metro Detroit has the largest concentration of Belgians outside of Belgium.<sup>[90]</sup> Cadillac Street on the city's east side north of Crosse Pointe constituted the heart of one of the few distinctly Belgian



Comerica Tower in the city's financial district.



MGM Grand Detroit.




## Law and Government

This micrograph shows a cross-section of a polymer matrix. A prominent, dark, irregularly shaped inclusion is visible in the center, which appears to be a void or a different phase of the material. The surrounding matrix has a fine, granular texture.

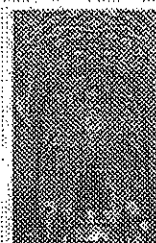
The city government is run by a mayor and nine-member city council and clerk elected on an at-large nonpartisan ballot. Since voters approved the city's charter in 1974, Detroit has had a "strong mayoral" system, with the mayor approving departmental appointments. The council approves budgets but the mayor is not obligated to adhere to any earmarking. City ordinances and substantially large contracts must be approved by the council. The city clerk supervises elections and is formally charged with the maintenance of municipal records. Municipal elections for mayor, city council and city clerk are held at four-year intervals, in the year after presidential elections (so that there are Detroit elections scheduled in 1993, 1997, 2001, 2005, 2009, etc.).<sup>[91]</sup>



Manongon Maricao.  
 Office: residence of the  
 Mayor of Cebu



The historic Boardman  
Building is Wayne  
County headquarters.



Under Mayor Kilpatrick's administration, the city's government has a balanced budget and is seeing new growth in business and tourism.<sup>[94]</sup> With a decreased population compared to prior decades, the city planned a reduced workforce and more consolidated operations.<sup>[95]</sup> In addition, Detroit had asked for pay cuts and other "give backs" from the municipal unions that represent city employees.<sup>[96]</sup> In the 2000s, Detroit had fought off legislative efforts to turn control of the city-owned Water and Sewer system to the suburbs.<sup>[97]</sup>

## Crème

In 2001, the City requested an investigation by the United States Justice Department into the Detroit Police Department which was concluded in 2002 over allegations regarding its use of force and civil rights violations.<sup>[103]</sup> The City proceeded with a major reorganization of the Detroit Police Department. Mayor Kilpatrick is a member of the Mayors Against Illegal Guns Coalition,<sup>[104]</sup> an organization formed in 2006 and co-chaired by New York City mayor Michael Bloomberg and Boston mayor Thomas Menino. On March 24, 2008, Mayor Kwame Kilpatrick was charged with nine felonies, making history as the first mayor of Detroit to be charged with a crime while in office.<sup>[105][106]</sup>

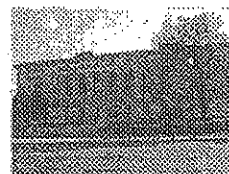
### Colleges and universities

Old Again, a historic building  
as Wayne State University.

### Primary and secondary schools

## Public schools

In the mid- to late 1990s, the Michigan Legislature removed the locally elected board of education amid allegations of mismanagement and replaced it with a reform board appointed by the mayor and governor. The elected board of education was re-established following a city referendum in 2005. The first election of the new eleven-member board of education occurred on November 8, 2005.<sup>[107]</sup> Due to declining enrollment the city planned to close 95 schools, and the state mandated deficit reduction plan calls for the closure of a total of 110 schools.<sup>[108][109]</sup> The State officials report a 61% graduation rate for Detroit's public schools.<sup>[110][111]</sup>



Des Moines Public Library

Firstly, we should

Dearborn is served by various private schools, as well as parochial Roman Catholic schools run by the Archdiocese of Detroit.<sup>[13]</sup>

Exhibit: A  
Page: 326

## Infrastructure

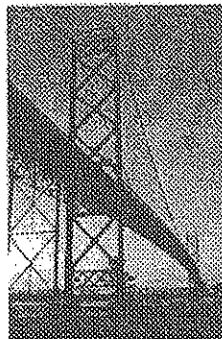
### Health systems

Within the city of Detroit, there are over a dozen major hospitals which include the Detroit Medical Center (DMC), Henry Ford Health System, St. John Health System, and the John D. Dingell VA Medical Center. The DMC, a regional Level I trauma center, consists of Detroit Receiving Hospital and University Health Center, Children's Hospital of Michigan, Harper University Hospital, Hutzel Women's Hospital, Rehabilitation Institute of Michigan, Sinai-Grace Hospital, and the Karmanos Cancer Institute.<sup>[112]</sup> The DMC has more than 2,000 licensed beds and 3,000 affiliated physicians. It is also the biggest non-governmental employer in the City of Detroit.<sup>[113]</sup> The center is staffed by physicians from the Wayne State University School of Medicine, the largest single-campus medical school in the United States.<sup>[114]</sup> The metro area has many other hospitals, among which are William Beaumont Hospital, St. Joseph's, and University of Michigan Medical Center, mostly in suburban counties.



St. John Hospital & Medical Center in Detroit.

### Transportation



Ambassador Bridge from the Canadian side of the Detroit River

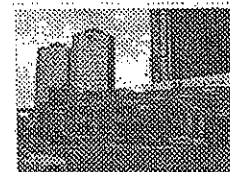
With its proximity to Canada and its facilities, ports, major highways, rail connections and international airports, Detroit is an important transportation hub. The city has three international border crossings, the Ambassador Bridge, Detroit-Windsor Tunnel and Michigan Central Railway Tunnel, linking Detroit to Windsor, Ontario. The Ambassador Bridge is the single busiest border crossing in North America, carrying 77% of the total trade between the U.S. and Canada.<sup>[116]</sup>

#### Air

Detroit Metropolitan Wayne County Airport (DTW), the area's principal airport, is located in nearby Romulus and is a hub for Northwest Airlines and Spirit Airlines. Bishop International Airport (FNT) in Flint, Michigan is the second busiest commercial airport in the region. Coleman A. Young International Airport (DET), previously called Detroit City Airport, is on Detroit's northeast side. Although Southwest Airlines once flew from the airport, there is currently only charter service and general aviation.<sup>[117]</sup> Willow Run Airport, in far-western Wayne County near Ypsilanti, is a general aviation and cargo airport.

#### Mass transit

Mass transit in the region is provided by bus services. Ridership on the region's mass transit systems increased by 8.4% in 2006.<sup>[118]</sup> The Detroit Department of Transportation (DDOT) provides service to the outer edges of the city. From there, the Suburban Mobility Authority for Regional Transportation (SMART) provides service to the suburbs. Cross border service between the downtown areas of Windsor and Detroit is provided by Transit Windsor via the Tunnel Bus.<sup>[119]</sup>



People Mover train comes into the Renaissance Center station

An automated guideway transit system known as the People Mover provides a 2.9 mile (4.6 km) loop in the downtown area and usually operates daily. Amtrak provides service to Detroit, operating its *Wolverine* service between Chicago and Pontiac. Baggage cannot be checked at this location; however, up to two suitcases in addition to any "personal items" such as briefcases, purses, laptop bags, and infant equipment are allowed on board as carry-ons. The current passenger facility is north of downtown. The *J.W. Westcott II*, which delivers mail to freighters on the Detroit River, is the world's only floating post office.<sup>[120]</sup>

The Southeast Michigan Council of Governments (SEMCOG) has analyzed the feasibility of a Detroit-Ann Arbor commuter line,<sup>[121]</sup> which would provide an added option for daily commuters between the two regional hubs. The proposed system would be funded by a \$100 million federal grant that is secured based on the results of the study.

### Major highways











*See also: Freeway in metropolitan Detroit*

Metro Detroit has an extensive freeway system administered by the Michigan Department of Transportation. The city is at the crossroads for three Interstate Highways. Detroit is connected via Interstate 75 and Interstate 96 to Kings Highway 401 and to major Southern Ontario cities such as London, Ontario and the Greater Toronto Area along Highway 401. Upon construction and completion of a third border crossing, Detroit and the surrounding area would have a third direct link to the 401-Series Freeway network, and have a direct connection to Kings Highway 401, eliminating (or greatly diminishing) the traffic jams that plague the Ambassador Bridge, and the Detroit-Windsor Tunnel. The Blue Water Bridge near Sarnia, Ontario is another major commercial border crossing.

	I-75 (Chrysler and Fisher Freeways) is the region's main north-south route, serving Flint, Pontiac, Troy, and Detroit, before continuing south (as the Fisher Freeway) to serve many of the communities along the shore of Lake Erie.
	I-94 (Ford Freeway) runs east-west through Detroit and serves Ann Arbor to the west (where it continues to Chicago) and Port Huron to the northeast. The stretch of the current I-94 freeway from Ypsilanti to Detroit was one of the first American limited-access freeways. Henry Ford built it to link his factories at Willow Run and Dearborn during World War II. It was called the Willow Run Expressway.
	I-96 runs northwest-southeast through Livingston County and (as the Jeffries Freeway) has its eastern terminus in downtown Detroit.
	I-275 runs north-south from I-75 in the south to the junction of I-96 and I-696 in the north, providing a bypass through the western suburbs of Detroit.
	I-375 is a short spur route in downtown Detroit, an extension of the Chrysler Freeway.
	I-696 (Walter Reuther Freeway) runs east-west from the junction of I-96 and I-275, providing a route through the northern suburbs of Detroit. Taken together, I-275 and I-696 form a semi-circle around Detroit.
	US-12 eastbound ends in downtown Detroit. Westbound, US 12 serves the western suburbs and routes toward Ypsilanti.
	US-24 runs north of Pontiac at I-75. Southbound, US 24 serves suburban Detroit and Monroe before crossing into Ohio.
	M-1 (Woodward Ave.) northbound ends in Pontiac. Southbound, the highway routes to directly to downtown Detroit.








Exhibit: A  
Page: 327



	M-3 routes north along Gratiot Avenue.
	M-5 follow the route of old US 16 on Grand River Avenue.
	M-8 is the Davison Freeway. Opened in 1942, this was the first modern limited-access urban freeway in America.
	M-10: The John C. Lodge Freeway runs largely parallel to I-75 from Southfield to downtown, and connects with I-75 via Jefferson Avenue.
	M-39 Southfield Freeway runs north-south from Southfield to Allen Park from I-94. North of 10 Mile, the freeway ends and continues as Southfield Road into Birmingham.
	M-53 runs along Van Dyke & Gratiot Avenues.
	M-85 routes along Fort Street, along the Detroit River.
	M-97 routes along Hoover Street.
	M-102 is better known as 8 Mile Road.
	M-153 routes to neighboring Dearborn.

## Sister cities

Detroit has seven sister cities:<sup>[122]</sup>

-  Dubai, United Arab Emirates
-  Kitwe, Zambia
-  Minsk, Belarus
-  Nassau, Bahamas
-  Toyota, Japan
-  Turin, Italy
-  Basra, Iraq

## See also

- Detroit (song)
- Detroit in literature
- Images of Detroit
- Images of metropolitan Detroit
- List of films set in Detroit
- List of people from Detroit
- List of songs about Detroit
- List of tallest buildings in Detroit
- Northern Cities Shift

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## External links

### Municipal government and local Chamber of Commerce

- City of Detroit official website (http://www.detroitmi.gov/)
- Detroit Metro Convention & Visitors Bureau (http://www.visitdetroit.com/)
- Detroit Regional Chamber of Commerce (http://www.detroitchamber.com)

### Visitor's Guide

- Detroit travel guide from Wikitravel
- Detroit, Michigan, a National Park Service *Discover Our Shared Heritage* Travel Itinerary (http://www.nps.gov/nt/travel/detroit/)
- The buzz in Motown may be muted today, but automobile history comes alive at Detroit (http://www.thehindubusinessline.com/life/2007/10/19/stories/2007101950030200.htm) travel report by Vinod Jacob
- The Fabulous Ruins of Detroit (http://detroityies.com/0tourdetroit.htm)

### Historical research and current events

- Aerialpics (http://www.aerialpics.com/)
- Cityscape Detroit (http://www.cityscapedetroit.org/)
- Detroit1701 (http://detroit1701.org/Detroit\_Homepage.html)
- Detroit Economic Club (http://www.econclub.org/)
- Detroit Economic Growth Corporation (http://www.degc.org/)
- Detroit Entertainment District (http://www.detroitentertainmentdistrict.com/)
- Detroit Historical Museums & Society (http://www.detroithistorical.org)
- Detroit News Rearview Mirror (http://www.detroitnews.com/apps/pbcs.dll/section?Category=METRO07)
- Detroit Riverfront Conservancy (http://www.detroitriverfront.org/)



- [Downtown Detroit Partnership \(http://www.downtowndetroit.org/ddp/home.htm\)](http://www.downtowndetroit.org/ddp/home.htm)
- [Experience Detroit \(http://experiencedetroit.com/\)](http://experiencedetroit.com/)
- [Guide2Detroit \(http://www.guide2detroit.com/\)](http://www.guide2detroit.com/)
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- [The World is Coming \(http://www.theworldiscoming.com/seethechange.html\)](http://www.theworldiscoming.com/seethechange.html)
- [Myspace City of Detroit \(http://myspace.com/cityofdetroit\)](http://myspace.com/cityofdetroit)

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- [Current Conditions for Detroit, MI \(http://www.weather.com/weather/local/48226\)](http://www.weather.com/weather/local/48226) - Only at [weather.com](http://www.weather.com) (http://www.weather.com)
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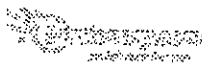
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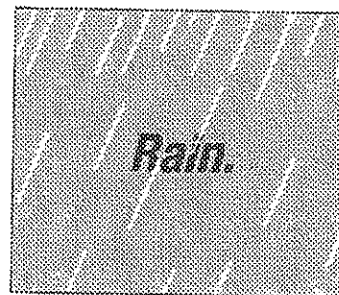
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**Motown** ☐ ☐ ☐ [moh-toun] Show IPA Pronunciation

—noun

1. Detroit, Michigan's nickname.
2. Also called *Motown sound*, an upbeat, often pop-influenced style of rhythm and blues associated with the city of Detroit and with numerous black vocalists and vocal groups since the 1950s and characterized by compact, danceable arrangements.

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**Motown**

record label launched 1960 by Berry Gordy Jr., from Mot(t)ur; Town, nickname for Detroit.

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*noun*

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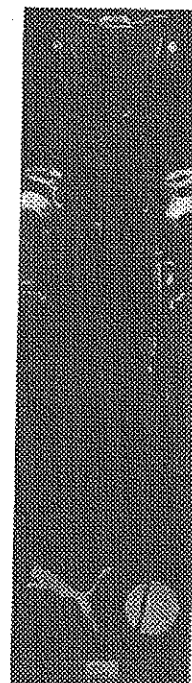


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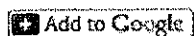
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1. The largest city in Michigan and a major Great Lakes port; centre of the United States automobile industry; located in southeastern Michigan on the Detroit river across from Windsor  
- Detroit, Motor City

**Type of:** city, metropolis, port, urban center [US], urban centre [Brit, Cdn]

**Part of:** Great Lakes State, MI, Michigan, Wolverine State

**Encyclopedia:** Motown

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 city, [metropolis](#), [urban center](#)

- a large and densely populated urban area; may include several independent administrative districts; "Ancient Troy was a great city"

port - a place (seaport or airport) where people and merchandise can enter or leave a country

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## Definition: motown

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### Motown

n : the largest city in Michigan and a major Great Lakes port; center of the United States automobile industry; located in southeastern Michigan on the Detroit river [syn: Detroit, Motor City, Motown]

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# Motown

Music, Money, Sex, and Power

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was initially crestfallen. But the following year, in October, Gordy got his wish, a son, and named him Berry, too. Less than a year later, another son, Terry James, arrived.

Gordy was able to provide for his family largely because his father allowed him to move rent-free into an old apartment building he owned near the river. Without any overhead, and helped with food and toys for the children by Thelma's parents, Gordy decided to take another brief shot at songwriting. He was aware that both families denigrated his work as a lark, and they often asked why he did not hold a regular job. And he considered it demeaning that he relied on the generosity of his parents and in-laws to pay bills. "I had been called a bum for so long I thought maybe I was one."

Feeling the dismissive stares of his relatives, Gordy finally accepted a job his mother-in-law arranged for him at Ford. He was not excited about working at one of the big three automakers. Banned from civil-service positions because of discrimination, blacks often filled the lowest-paying jobs. It was difficult work where the on-the-job injury rate, and even the death rate, was remarkably high. Berry started at Ford in April 1955, assigned to the foundry, where he earned \$86.40 weekly.

"You should be able to handle that job easily," his mother-in-law assured him. "It used to belong to a woman."

But Gordy immediately loathed the furnaces, noise, dust, smoke, and soot. Within an hour on his first day, he felt faint and had trouble understanding coworkers. He skipped lunch, unable to eat, and when his shift ended he ached so much that he barely was able to drive. "The foundry was hell, a living nightmare," he remembered. When Thelma greeted him at the door, proud of his first day, he immediately announced he wanted to quit.

"Think of all the trouble my mother went through," Thelma implored him. "You can't embarrass me like this."

But the next day, he told his supervisor he couldn't do the work, even if a woman had done it before. When he wasn't offered an easier job, he quit.

The families were furious. Yet Thelma's mother again threw herself into looking for work for him. This time she located an assembly-line job at the Lincoln-Mercury plant. Gordy liked it the moment he saw it—fastening

upholstery and chrome strips to car frames that moved slowly along giant conveyor belts.

Gordy used his spare time to work on song melodies. To his family's delight, he also began saving some money. The only problem was that he was unable to shake his gambling interest and had joined a poker club. More often than not, he lost some of his weekly salary. One night, at his own house, he dropped three thousand dollars—all his savings—to two card sharks. When he discovered that he had been swindled he went to his brother George demanding a gun and wanting to track down the two con men. But his brother convinced him that if he was patient the men would likely return, since they probably considered him an easy mark. Sure enough, they did. This time, Gordy covered the tops of the marked cards and won back his own money plus another three thousand, nearly a year's salary on the assembly line. His family knew he was gambling regularly but had no idea that he was risking so much.

But there were more problems. Berry was an uninvolved husband, doing little at home with the children and Thelma. Nothing about family life seemed to energize him. His frustration over his stagnant songwriting career sometimes resulted in explosive temper tantrums that caused the children to cry and Thelma to cower in a corner. Late in 1956, Thelma had had enough and filed for divorce. In her papers, she charged that Gordy stayed out all night, often with other women, and that he was physically abusive to her. But shortly after filing her papers, she had to drop her lawyer and the proceedings when she ran out of money.

Berry and Thelma lived together in escalating tension. The number of his all-night forays increased. She was increasingly alone with the children. After two years at the factory and a year of heavy gambling on which he ran a streak of good luck, he had enough money for a deposit on a two-story house in a middle-class black neighborhood. But despite that, Gordy, now twenty-seven, was anything but settled. He was bored with his job and saw nothing but years of hard work that would end only in a mediocre pension. He was thirty-three years away from retirement.

Gordy's decision to quit his stable Lincoln-Mercury job for the uncertainties of freelance songwriting was again not well received by his wife or in-laws. He ignored the criticism and set about making sure no one would mistake him for an assembly-line laborer—he used some of his rainy-day

United Artists had the muscle to get "Come to Me" played everywhere. It reached number six on the R&B chart, and Gordy's star was again rising.

Coupled with his newfound success was the great personal news that Raynoma was several months pregnant. And while he did not want to upset her, according to her, Berry did wish to settle one piece of business between them. They had cosigned to form Tamla and Jobete. With Marv Johnson's success, Gordy was troubled that Ray's name was on the businesses—after all, it had been Ber-Berry money behind the recording. Shortly after the single became a hit, Gordy told Ray, "I've been thinking about how it looks, and, you said yourself, we're not some mom-and-pop operation. Well, that's how it looks now. And it would be just simpler to have it in one name. For tax reasons and all that. You know."

Ray recalled that she was "stunned. . . . My veins went icy and I felt as if the wind had been knocked out of me." But she only managed a weak "OK."

The next day at the City-County Building, she watched as Gordy signed new papers that put the business in his own name. Ray trusted him when he assured her, "It's just a formality. Nothing's going to change. You know that, whatever happens, I'm always going to take care of you." (Although Ray's parents, who referred to Gordy as "Little Napoleon," urged her to get the promised fifty-fifty split in writing, Ray bristled at the suggestion that Gordy might be anything but fair.)

. . . . .

At visits to United Artists' New York headquarters, Gordy was suddenly treated as a star producer. Marv Johnson did shows at the Apollo Theatre and Carnegie Hall, and Gordy bragged to everyone that he was Johnson's "manager." Soon, he signed a second artist, Rayber Voices singer Eddie Holland, to a long-term contract. Gordy thought the handsome Holland might follow in the Jackie Wilson groove. And Gordy also oversaw a group of budding songwriters, including youngsters like the streetwise William "Mickey" Stevenson (later nicknamed "Il Duce" inside Motown for controlling the rowdiest musicians) and Lamont Dozier, who had a short-lived performing career as "Lamont Anthony."

Gordy was so focused on his acquisitions that he was not fazed when Marv Johnson's second record, "I'm Coming Home," sold poorly. Holland's first Tamla release, "Merry-Go-Round," was also sold to United Artists for



distribution, but it also bombed. However, Gordy was confident that future hits would make up for any flat period.

One of the people Gordy counted on was Smokey, who burst in one day with a song he desperately wanted Gordy to hear. Before Gordy could say hello, Smokey was singing the words to his tune "Bad Girl." The minute Gordy heard it, he thought it was in a class by itself and that Smokey had come into his own as a lyricist.

Gordy did not want to let Smokey get too big a head, so he told him the song was "a little crude." Smokey, who had been up all night working on it, visibly sagged. He was having problems with the song's bridge and asked Gordy to help smooth it out. Settling at the piano, in a couple of hours they had polished the song. Smokey said that Gordy should get credit for having cowritten it. Gordy weakly protested, but Smokey insisted.

Gordy turned his full attention to "Bad Girl." He thought it was so good that he wanted not only to produce it but to distribute it nationally. Less than a week after he first heard it, Gordy had worked out a deal to record at United Sound. He got a substantial discount for using the studio overnight, when it was otherwise closed. Gordy was so enthusiastic about the recording's beautiful melody and clever lyrics that he launched a new label for its release.

Multiple labels were something that became a Gordy trademark, as he eventually had thirty-nine, including Rayber, Melody, Rare Earth, and the short-lived Miracle label, with the catchy slogan, "If it's a hit, it's a Miracle." Some, like Gaiee, released only one single. Others—such as Soul and Gordy—survived decades. (Gordy was started hurriedly when he learned in 1962 that his first wife, Thelma, was about to launch her own record label. She settled on the mundane Thelma Records.)

But in searching for something catchy through which to release "Bad Girl," Gordy returned to his favorite method of combining a couple of names. Detroit had long been known as the Motor City because of the car industry. In place of *city*, Gordy substituted *town*, and a contraction of the two gave him Motown.

But his interest in label names faded fast when he realized that once again he had put too much money in cutting the song and not enough was left for national distribution. He took what little cash he had left and grabbed the next flight to United Artists in New York.

When he arrived at their Seventh Avenue headquarters, he was upset

# Motown Motion Picture Studios

From Wikipedia, the free encyclopedia

**Motown Motion Picture Studios** (2009) is located in Metro Detroit suburb of Pontiac. Raleigh Studios of Hollywood will operate the 600,000 square feet movie studio at the Pontiac Centerpoint Business Campus which will produce movies for a film industry expected to employ over 4,000 people in the metro area.<sup>[1][2]</sup> Michigan officials consider the studio to be significant, since it helps establish the state as a legitimate contender in the 12-month-a-year film business.<sup>[3]</sup>

## Motown Motion Picture Studios

<b>Founded</b>	2009
<b>Headquarters</b>	Pontiac, Michigan, United States
<b>Industry</b>	Motion picture
<b>Products</b>	Movies
<b>Employees</b>	3,500
<b>Website</b>	Motown Motion Picture Studios

## See also

- Detroit Center Studios

## References

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## External links

- Raleigh Studios

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### Business & Media

## The Motown missionary

CLOSE X

His great-grandfather invented the Model T; now Ford says any colour you like so long as it's black. Terry Slavin reports

Monday November 12, 2000  
The Observer

There's a saying in the US: 'What's good for Detroit is good for America.'

But William Clay Ford Jr turns that kind of logic on its head. For him, what's good for America, and indeed the planet, is good for Detroit.

Ford is an unlikely person to have his feet under the top table of the second-biggest car manufacturer in the world - even if his great-grandfather was Henry, the man who started it all with the Model T.

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Despite the sharp grey suits, gleaming manicure and soft boyish looks that shout thrusting corporate high-flyer, Ford Motor Company's iconoclastic 43-year-old chairman has more in common with Greenpeace activists than Wall Street analysts. His great-grandfather was a major cog in the industrial revolution, he says; what's needed this century is a 'clean' revolution.

'I believe very strongly that corporations could and should be a major force for resolving social and environmental concerns in the twentyfirst century,' he told a Greenpeace conference last month. 'As chairman of one of the world's largest corporations I am in a unique position to be a catalyst for change.'

Not your usual mission statement from a car company boss, but Bill Ford is not your usual car company boss. 'There are people who think I'm a Bolshevik, and this is all a major distraction at best and heresy at worst,' he has said. 'But I really don't care. I'm in this for my children [he has four] and my grandchildren. I want them to inherit a legacy they're proud of. I don't want anybody, whether it's my grandchildren or any of our employees' grandchildren, to have to apologise for working for Ford Motor Company. In fact, I want the opposite. I want them to look and say, "What a difference we made!"'

Fortune magazine said Ford was blazing new ground at the steering wheel of an old-economy company: 'Here comes an entirely new old-economy boss. A nice guy with a politician's keen instinct.'

And a nice guy he plainly is. When news reached the company of a catastrophic explosion at the Rouge factory in Dearborn, Michigan in February 1999, Ford immediately went to the scene, despite strenuous advice not to do so by lieutenants, who warned he could be eaten alive by the media.

Without an entourage he visited the injured and dying in hospital until late into the night (six people died), and was on television describing it as the 'worst day of my life'.

Three months later Ford ordered an environmental makeover of the plant, which his great-grandfather built, vowing to turn it into the world's first closed-loop car production facility - producing cars whose component parts are so many 'technical nutrients' that will be recycled one day in new cars.

A self-described 'life-long environmentalist' who began fraternising with environmental groups during his student days at Princeton and MIT, Ford has painted the executive suite an electrifying shade of green since he became chairman two years ago.

Ford Motor Company has since become the first and only car maker to certify all 140 plants around the world under

ISO 14001, the international management standard that audits environmental performance.

Bill Ford also courted controversy on Wall Street by pulling his company out of the Global Climate Coalition and lobbying for higher petrol taxes. Last summer he initiated discussions between environmental groups and senior Ford managers. At the Greenpeace conference he went further and took up the environmental groups' challenge to follow BP's John Browne in accepting climate change as reality - heresy in corporate America.

'Anyone who disagrees is, in my view, still in denial. We at Ford Motor Company have moved on,' he says.

The remarks are bound to have caused ructions in Detroit. But being a renegade is nothing new for Ford. When he joined the family firm 20 years ago he was asked to stop associating with green groups and told it would damage his career. 'I wonder what they'd think of me now,' he says with a smirk. 'I'd ask them, but they are no longer with the company.'

But the climb up the corporate ladder was not an easy one - even for a Ford. He has worked his way up through 17 positions in the 20 years since joining the company straight from university. At first he called himself Bill Clay. Before he became chairman in 1998 he had to battle hardline opposition from some on the board - including the former CEO - to his environmental agenda. His relationship with new chief executive Jacques Nasser, is said by some insiders to be rocky.

But Ford has doggedly pursued his ideals, maintaining that what is good for the planet is good for Ford. He points to ISO 14001. 'It's saving us millions of dollars a year in energy, water, materials and waste-handling costs.'

The company is also repositioning itself as a purveyor of mobility. 'The day will come when the notion of car ownership becomes antiquated. If you live in a city, you don't need to own a car.' He sees a future where Ford owns vehicles and makes them available to motorists as and when they need access to transport.

In the shorter term Ford is spending \$1 billion to put a family car on the road by 2004 that runs on hydrogen, emitting only water from its exhaust. Ford says the P2000 will be the Model T of the twentyfirst century, setting the standard for others to follow. Ford also promises to have a hybrid-electric sports utility vehicle, powered by a conventional engine as well as electric motor, on the market by 2003.

But it's with the sports utility vehicles, those tank-like four-wheel drives beloved of America's baseball moms, where Ford's 'cleaner, safer, sooner' rhetoric runs smack into uncomfortable reality.

**Exhibit: A**  
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The problem for Bill Ford is that sports utes are hugely profitable - the company earns about \$8,000 profit for each Explorer sold in the US. Which may go some way to explaining how an even petrol-thirstier behemoth like the Excursion, which does 10 miles to the gallon, must be accommodated in Bill Ford's clean, green future.

Ford tries to reconcile this by making the 'greenest' sports utes in the industry. More than 80 per cent of the Explorer is recyclable and all Ford sports utes sold in the US and Canada are certified as low-emission vehicles.

'As long as gas is cheaper than bottled water, we can't be in a position of dictating to the consumer what to buy,' says Bill Ford.

Geoff Lye, director of SustainAbility, the UK environmental consultancy that has been working with Ford, says: 'I don't think any other major automotive manufacturer has that passion and commitment to the environment at the top.'

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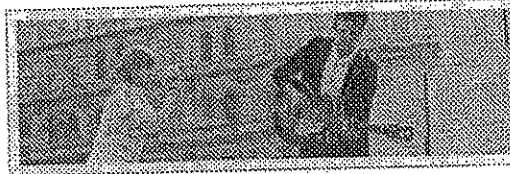
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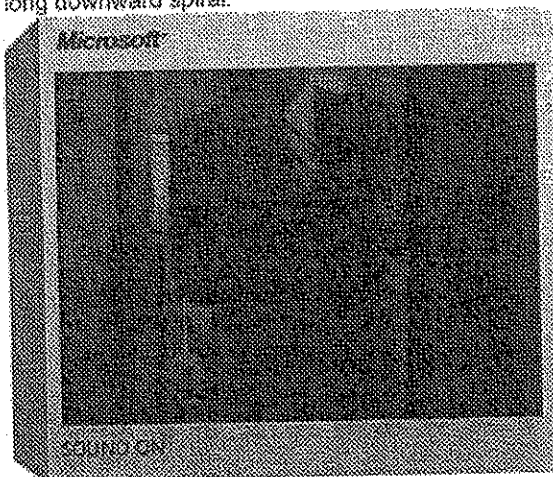
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## Commentary: Can Motown Get Out of This Funk?

The Big Three auto makers have maneuvered themselves into a box -- one about the size of a glove compartment. They've grown addicted to the cash flow from sales fueled by 0% financing and hefty rebates, and they've trained customers to expect a steady diet of the givebacks. But now even those profit-sapping deals aren't enough to prop up the U.S. companies. The sad truth is that Detroit is losing ground in its struggle to pull out of its slow, decades-long downward spiral.



General Motors Corp. launched the discounting blitz in late 2001 as a way to revive sales, which sagged in the wake of the September 11 terror attacks. Its logic was simple: Squeezed by huge "legacy" costs, including a now-\$19 billion shortfall for retiree pensions, and required by contract to keep paying workers even if it shuttered production, GM needed to keep those factories humming and the cash coming in. It counted on being able to throttle back on the discounts once the economy turned around and new models arrived that could compete with Japanese and Europeans rivals on high quality and snazzy design, not price. And

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## JUSTOS

if GM could win some share from Ford Motor (F) Co. and DaimlerChrysler (DCX), all the better.

Nearly two years after the discounting blitz began, though, all three U.S. car companies are hurting. Incentives have become Detroit's Godzilla, crushing all profit margins in its path. Domestic carmakers' incentives this year are averaging \$3,300 per vehicle, according to CNW Marketing Research Inc., up 39% from a year ago. That alone sucks roughly \$3.6 billion a month out of Big Three profits. GM's net margin from North American auto operations slid to 1.8% in the first quarter, down from 2.2% in the fourth quarter and 4.1% in 1999. Ford slipped even further, from 6.2% four years ago to -0.2% in 2002. DaimlerChrysler stunned investors on June 3 by saying that soaring incentives were contributing to a \$1.2 billion second-quarter loss at the Chrysler Group. And it's not just profits that have been hurt. Says Wesley R. Brown of Los Angeles auto consultant Nextrend: "They've ruined the image of these brands because it's almost to the point where they're paying you to take the vehicle off the lot."

Factory capacity, meanwhile, is far outpacing demand. And the only ones gaining ground are foreign rivals. Domestic auto makers' sales are down 4% this year, and they've surrendered more than a full point of market share to Asian and European makes. Even GM has slipped lately, from 27.9% a share a year ago to 27% today. Goldman, Sachs & Co. (GS) analyst Gary Lapidus estimates the industry is holding \$80 billion worth of unsold vehicles, a traffic jam that would cross the U.S. four times over.

The accelerating problems — and Motown's seeming inability to stop them — have left some on Wall Street questioning whether one of the Big Three could eventually be forced into bankruptcy court. Auto executives scoff at that suggestion. All three have strong cash positions, and GM and Ford, at least, are adding to that. None faces an imminent cash crunch. GM Chief Financial Officer John Devine called Wall Street doomsayers "Chicken Little" during a June 10 investor briefing. "The sky is not falling," he says.

But the clouds are certainly gathering. Although GM still thinks it could meet its overall profit goal of \$2.85 billion this year, its profits from North American auto operations may "fall well short" of the targeted \$1.7 billion to \$1.9 billion. The difference will come from profits at the GMAC financial services unit and improvement in Europe. Ford says it will make about \$1.3 billion, up from a net loss of \$986 million last year. Most of that will come from Ford's credit arm; it expects to make little or nothing on North American auto sales. Chrysler came into the year with a \$2 billion profit target; now it hopes to break even.

Motown execs are right about one thing: there's little immediate threat of a financial collapse. GM's net liquidity has steadily improved for the past two years; it is up \$3.3 billion from the end of 2002. GM holds \$20.6 billion of cash, vs. \$15 billion of long-term debt. Ford has \$26.6 billion of cash — up \$1 billion in the first quarter — and just \$1 billion of its \$14 billion in debt comes due in the next five years.

DaimlerChrysler has held a credit advantage over GM and Ford for some time, thanks to its strength in Europe. However, following the second-quarter warning, Standard & Poor's (S&P) placed the company on CreditWatch with negative implications. Last April, S&P also placed GM on negative CreditWatch, citing weakening demand. Ford has been there since last fall, partly over pricing concerns. However, S&P Managing Director Scott Sprinzen says: "Over the next few years there's no meaningful risk of default, given their cash positions and their ability to finance operations."

There are other, less obvious reasons why bankruptcy is unlikely. Chapter 11 wipes out all shareholder equity, and it's unimaginable that the Ford family, which



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controls 40% of the voting stock and three of Ford's 14 board seats, would sign off on its own disenfranchisement. For Daimler to eject Chrysler would involve disentangling shared operations and product plans -- not to mention alienating Chrysler suppliers who also make Mercedes-Benz parts.

But Detroit faces a long, slow erosion of market value unless it can kick the incentives habit. Even when the economy turns around, Japanese and European rivals are likely to see the most benefit. They are flooding the U.S. with attractive SUVs and pickup trucks and leading the craze for "crossover vehicles" that blend components of cars and trucks. The problem is, Motown has no edge, it no longer has any unique market segments to mine. Despite the '90s truck boom, the Big Three have surrendered 12 points of share since 1993, sliding to 61.8% of U.S. light-vehicle sales.

Until the economy shows some life, though, GM says it will continue pushing marketing incentives. The company has little choice -- it needs to keep cash flowing to cover its growing retiree costs. The Big Three face a combined U.S. pension shortfall of roughly \$32 billion and an estimated \$9 billion in annual medical costs. Says Wagoner: "We've learned at GM the hard way that it's difficult to solve your challenges while you are shrinking." If Ford and Chrysler didn't follow suit, predicts Global Insight analyst Rebecca Lindland, "Their sales would collapse."

Longer-term, the only real solution is more extensive reductions in capacity. The Center for Automotive Research in Ann Arbor, Mich., estimates that, excluding imported vehicles, North American factory capacity exceeds demand by 2.2 million vehicles. But Detroit's labor contract bans plant closings and requires carmakers to keep paying idled workers. So as Big Three sales slide steadily downward, the companies have had to wait for the next round of bargaining to seek permission to cut capacity. This fall, Ford will negotiate to close two assembly plants; GM may also press for some factory closings.

The true measure of how badly incentives have damaged the auto makers' pricing power will come in the next few months. Chrysler is offering discounts on its just-arrived Pacifica crossover vehicle. Will the Big Three also have to slap incentives on such new vehicles as Chrysler's snazzy Crossfire two-seater; Ford's new F-150 pickup trucks and Jaguar XJ; and GM's Cadillac SRX sport-ute and Chevrolet Malibu sedan? "The test is, when they launch these new vehicles can they get off this drug?" asks Raj Sundaram, president of Automotive Leasing Guide Inc. If not, Motown could be trapped in the incentive box far longer than it dreamed possible. And its road to recovery will keep getting steeper.

#### Corrections and Clarifications

"Can Motown get out of this funk?" (News: Analysis & Commentary, June 23) mischaracterized Standard & Poor's outlook on two auto companies. This spring S&P revised its ratings outlook on General Motors Corp. and DaimlerChrysler to negative. However, it did not place either company on negative CreditWatch.

By Kathieen Kerwin  
With David Welch and Christine Tierney in Detroit

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## Hot metal for Motown

**Honda Accord coupe, Volvo XC60 concepts to bow at Detroit car show**

Dec 23, 2006 04:30 AM

GERRY MALLOY

Debuts set for next month's **North American International Auto Show** at Cobo Center in Detroit include:

- A concept version of the next-generation **Accord coupe**, which arrives from **Honda**.

The production car is expected to bow as a 2008 model.

The introduction will mark the first time an Accord concept car has been shown at a major auto show.

In the past, such concepts from Honda have proven to be almost identical to the production models that followed.

Although the **Civic** surpasses it in Canadian sales, Accord is Honda's best-selling model in North America.

- **Volvo XC60 concept**, which makes its world premiere.

It combines the versatility of other XC crossover utility models with the sporty charisma of the XC30 coupe, according to Fredrik Arp, the company's president and CEO.

A production version goes on sale in the first half of 2009, and Arp says the concept offers a good indication of how it will look.

Volvo design director Steve Mattin says the concept also hints at other future models.

"With a more sculptured look, our cars will be more extrovert in their visual appeal," he promises.

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The **Ford**-owned Swedish maker wants to attract more customers with an active, urban lifestyle while building on its reputation for safety.

The concept includes technology for countering low-speed collisions.

The system, called **City Safety**, cuts the incidence and severity of such crashes by applying the brakes at speeds up to 30 km/h.

At speeds less than 15 km/h, it could avert a collision entirely, Volvo claims.

---

#### GLITCH FORCES NEW VOTE

Jurors for the **North American Truck of the Year** have been asked to vote again because one semi-finalist, the **Jeep Wrangler**, was inadvertently left off the ballot.

If the Wrangler scores high enough in the revote, it will be added as a fourth finalist.

The others are the **Chevrolet Silverado**, **Ford Edge** and **Mazda CX-7**, which have already been announced as finalists.

Finalists for **North American Car of the Year** are the **Honda Fit**, **Saturn Aura** and **Toyota Camry**.

---

#### SILVERADO HONOURED

The redesigned **Chevy Silverado** has been named **2007 Truck of the Year** by *Motor Trend* magazine.

The full-size pickup beat out three other **General Motors** contenders – the Chevy **Avalanche**, **Cadillac Escalade EXT** and **GMC Sierra**.

Also in the battle for the title was **Ford's Explorer Sport Trac**.

The new Silverado, released in the fall, offers a choice of cab and bed sizes, plus suspensions and drivetrains for a variety of uses.

Its reliability and fuel efficiency were also factors in the win, the magazine said.

The **Honda Ridgeline** took the truck title last year.

The revised **Toyota Camry** earlier received *Motor Trend's* 2007 Car of the Year award.

---

#### WOMEN AT EASE IN SHOWROOM

It's a misperception that most women shopping for a car bring a man to the showroom out of apprehension or lack of confidence, a study says.

Rather, women bring their partners with them because buying a vehicle is a family investment requiring serious deliberation, the survey found.

The study was commissioned by Automotive Retailing Today (ART), a U.S. coalition of auto manufacturers and dealer organizations.

**Exhibit: A**  
**Page: 354**

It purports to debunk popular myths about gender differences in the auto-buying experience.

The most-cited reasons why women brought a man with them:

- The man is their spouse/significant other (39 per cent).
- He is more knowledgeable about cars (15 per cent).
- We share the decision-making (13 per cent).
- We shop/do things together (8 per cent).

Less than one in 10 women who brought a man with them said they did so out of discomfort with the dealership process.

---

#### TOYOTA TOPS IN JAPAN

**Toyota** models claimed the top three places on the Japanese sales charts last month, November, and seven of the top 10.

The next-generation **Corolla**, introduced there in October, was Japan's best-selling model, followed by the **Vitz** (the **Yaris** subcompact here) and **Estima** minivan.

The hybrid **Prius** was the country's fifth-best seller.

**Honda**'s little five-door **Fit** ranked fourth in sales.

Honda and **Nissan** minivans were the only other non-Toyotas to crack the top 10.

Sales of imported vehicles continue on a downward trend in Japan, with **Volkswagen** the top seller, followed by **BMW** and **Mercedes-Benz**.

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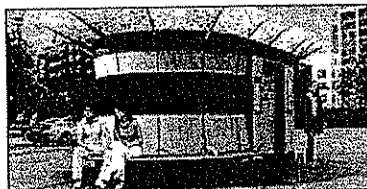
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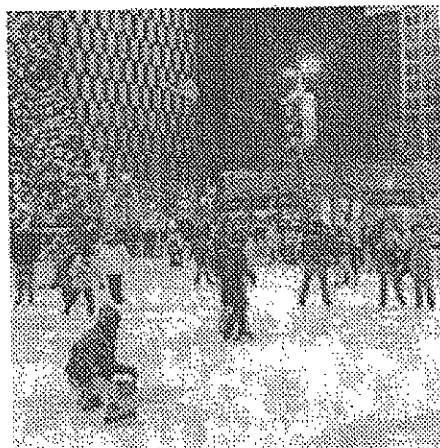
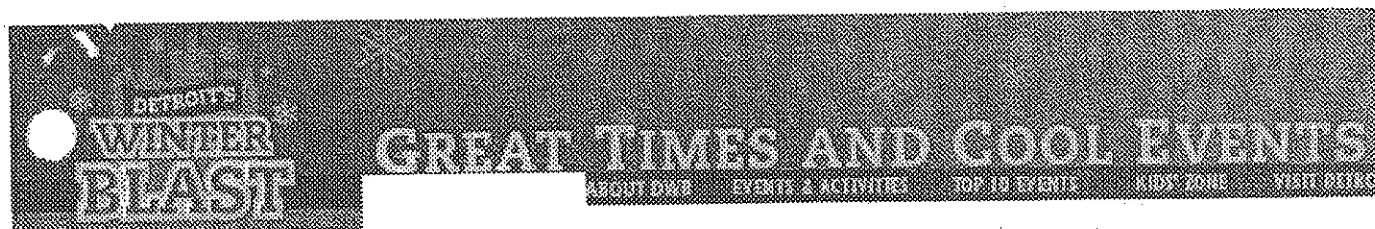


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**Exhibit: A**  
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Detroit's Winter Blast is a unique combination of hip and fun winter events that are centered around Cobo, Martin Park, Greentown, and throughout Detroit. With all this winter fun, Detroit is going to be the place to be!

**February 9-11, 2007**

Friday	February 9	11AM - MIDNIGHT
Saturday	February 10	10AM - MIDNIGHT
Sunday	February 11	10AM - 9PM

Winter Blast is expanding to a city-wide event! Check out these new attractions all over Detroit!

**GMI Winter Experience**  
Experience all of your favorite Winter Blast outdoor activities, including free ice skating, professional ice skating demonstrations, roller skating, snow tubing, and the Mr. Rogers 2007 5K Race.

[Click Here to see the 2007 Event Map](#)

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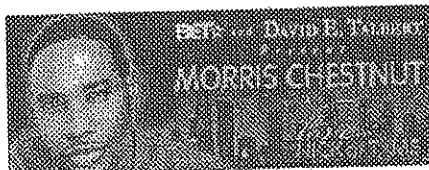
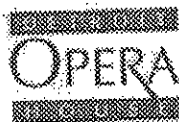
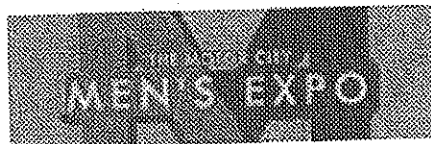
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## Entertainment District Association's Attractions



## Special Attractions

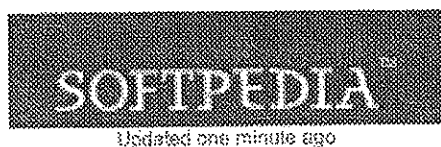
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RESPECT at the Gem Theatre  
Take advantage of a great opportunity to see RESPECT and enjoy dinner at the Century Grille for 30% off!
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WRIF Men's Expo  
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Get 25% off tickets for Detroit's Opera House's Presentation of COLOPOGRAPHY the Jacob Lawrence Project by clicking here.
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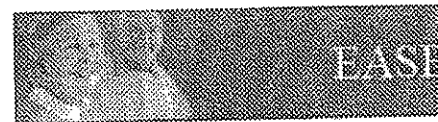


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Friday March 30, 2007

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Mulitalo Moves To Motown

Sunday, March 25, 2007

WBAL Radio and The Associated Press

The Detroit Lions agreed to terms on a contract with former Ravens guard Edwin Mulitalo.

Lions spokesman Bill Keenist confirmed the deal, but wouldn't discuss the terms. The Detroit Free Press reported Sunday that the team agreed to a three-year deal with Mulitalo.

Mulitalo was a seven-year starter for the Ravens before being released recently. He started only four games in 2006 after tearing his right triceps. Mulitalo was a Pro Bowl alternate in 2003.

Mulitalo, 32, was one of a handful of players remaining from the Ravens' Super Bowl championship squad of 2000. He was limited to a career-low four games in 2006 because of a torn triceps tendon that required surgery, and Jason Brown performed capably in his place.

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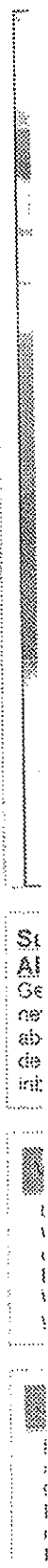
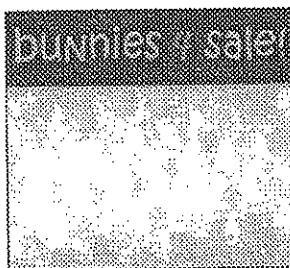
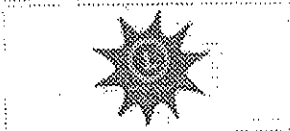
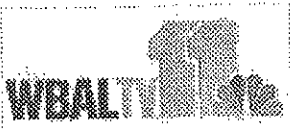
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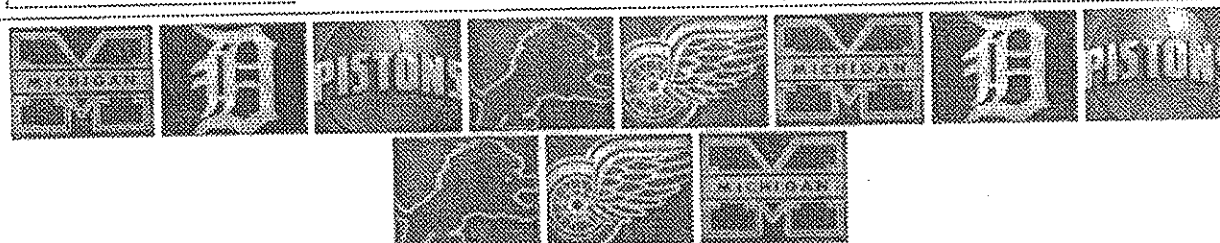
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3/30/2007

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## MOTOWN SPORTS REVIVAL

AN INFORMATIVE AND TRUTHFUL LOOK AT MOTOWN SPORTS.

MONDAY, MARCH 26, 2007

### DON'T DRAFT BRADY QUINN

I enjoyed doing a mock draft last year. I was able to get familiar with seven rounds worth of NFL draft prospects which, in turn, made the draft that much more interesting to follow. As much as I enjoyed doing the mock draft, I think I'll pass this year. Since there are a zillion other mock drafts out there with just as much insight as mine, I'll save myself the effort. For those of you in need of a mock draft or four to pass the time, you can find one [here](#), [here](#), [here](#) and [here](#).

While I won't be contributing another useless mock draft to the internet world, I will be contributing another useless set of proclamations as to what the Lions should do with the #2 pick in the draft. Despite the laughably poor job the Lions have done in the last few years in the draft, this year they have a chance to make up for it. Unlike years past when there weren't many reasons to trade up, this draft has five or six franchise-type players (at least teams "think" there are) that every team in the NFL would love to have. As a result, this very well could be the best year ever to hold the #2 pick in the draft.

There is dual irony going on here, though. First, the player that the Lions "should" pick is a wide receiver. Whether Matt Millen can let the past go and take another WR is something we'll have to wait until Draft Day to find out. I don't blame him if he's reluctant to go that route again but it's not like he has anything to lose. Second, while this is a very good year to have the #2 pick in the draft, this is a very poor year in terms of finding a trade partner. Only New England has two first round draft picks and those are too low (#24 and #28) to deal for the second pick in the draft. It is possible that the Lions could make a trade for multiple second round picks. Atlanta could give the Lions two early second-round picks

#### COLLEGE BASKETBALL

Michigan's Next Basketball C  
Same Collapse, Different Ye  
Amaker has run his course

#### COLLEGE FOOTBALL PO

Michigan's Next Football Coa  
It Must Feel Good to Decom  
2006-07 Bowl Extravaganza

#### MLB/TIGERS POSTS

Short Order Shelf  
Tigers in '07  
I'm glad that's over.  
Just the Beginning  
The Silver Lining  
Midwest Baseball Road Trip  
The Architect

#### NFL/LIONS POSTS

Last Resort

**Exhibit: A**  
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(#39 and #44) along with the #8 pick. That hardly seems good enough for a pick that would almost surely land an All-Pro caliber player. If the Lions can find a team to play the role of the 9 Saints (loved themselves some Ricky Williams) or the '89 Vikings (couldn't get enough of Herschel Walker) and give them the farm, then they have to make a deal. Otherwise, the Lions need to keep the pick and take the first "freak" in NFL history that doesn't have character issues.

I think the Lions have to take Calvin Johnson if a) they don't receive a trade offer they can't refuse and b) he really is as good as he looks. Obviously, the latter is the multi-million dollar question. Certainly, the Lions took Charles Rogers and Mike Williams because they thought they were good. Everyone thought they were good. But, the Lions would have to be as certain as a team can be on Johnson's abilities before deciding to take him. Assuming his personality and athletic prowess are off the charts, Johnson would represent the quickest possible route to respectability for the Lions. I say this simply because few teams in the NFL have had two legitimate #1 receiving threats and not been at least a good team. The only team I can think of is the '06 Cardinals. The Colts and Bengals have been nearly unstoppable offensively because defenses are helpless in trying to stop their wide receivers and the running game. Even Dominic Rhodes and a worn-down Edgerrin James found room to run with those receiving groups spreading out the defense. Jon Kitna isn't the long term answer at QB but even he could thrive in a situation similar to what the Colts and Bengals have.

The risk in taking Johnson is primarily the slow pace at which wide receivers mature in the NFL. Even the best receivers usually take a few years to find their niche in the league. The Lions would need Johnson to contribute immediately. The only way I see Johnson being the right choice for the Lions is if he just happens to be the biggest, fastest, and strongest receiver to ever come out of college football. And of course, he is. So, the Lions have a number of extremely difficult decisions to make; the first of which is to decide if they can bring themselves to draft another WR. To be fair--Calvin Johnson isn't just "another WR." I believe the Lions are looking at him that way because of their past indiscretions with the position. Ignoring Johnson for those reasons would only compound the mistakes of the past. The old adage goes something like, "burn me once, it's your fault; burn me twice it's my fault." The problem is that Calvin Johnson has never burnt the Lions. Millen and his inability to distinguish good character from bad character is what burned the Lions in 2003 and 2005. Had Millen draft a different position in those two drafts, there would be no doubt that the Lions would take Johnson this year.

The absolute worst decision the Lions could ever make in this draft is to take a QB at #2. Can anyone say, with confidence, that Brady Quinn will be a better NFL QB than Joey Harrington? There are so many similarities it is scary. I believe the Lions are playing up the Quinn card to entice other teams to trade up. If they are not, however, then they might as well trade the #2 pick to whoever signs Joey Harrington for Harrington. Quinn was

Lions keep dream alive

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#### NBA/PISTONS POSTS

C-Webb is the new 'Sheed  
Good Riddance to Big Ben

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#### MSR'S FAVORITES

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Anatomy of a Michigan Loss  
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The Coin Flip Challenge  
2005 NFL preview WWE style  
The Recruiting Lowdown  
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#### MSR POLICY

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Good Riddance to Big Ben  
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Clemens is best pitcher ever  
MLB Hall of Fame projection  
The Issue of Steroid Stats  
The Incredibly Credible Jose  
Canseco  
Tribute to Jason Hanson  
NFL Road Rage  
College Football Playoff  
Go Army! Beat Someone!

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#### TODAY'S GAMES

Major League Baseball  
National Hockey League

**Exhibit: A**  
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unstoppable at Notre Dame when he was playing against the Service Academies. Against teams with a pulse? Not so much. JaMarcus Russell falls into the Mike Williams/Charles Reiser category. The Lions can't keep picking players that have too many unanswered questions. Calvin Johnson is the safest of picks and Russell is the most dangerous of picks. Quinn or Russell would be a disaster for the Lions.

The rest of the options are intriguing. Since the Lions have 42 running backs, I feel very comfortable saying that they won't draft Adrian Peterson. Joe Thomas remains an option. NFL fans who know their stuff know that championships are won on the defensive and offensive lines. The Lions have one of the worst lines in the NFL. It stands to reason that they will need to upgrade that position in the very near future. However, for every Orlando Pace, there is a Robert Gallery. That isn't to say Gallery is terrible. It's just very harmful to an organization to come up with just an average player with the second pick in the draft at any position. The Lions know this better than anyone. I think there is a good chance that Thomas will be a decent pro at a minimum. However, I also think there is a chance he could end up as the Joey Harrington of offensive linemen. Additionally, the Lions now have 42 offensive linemen so drafting Thomas appears to be less of an option.

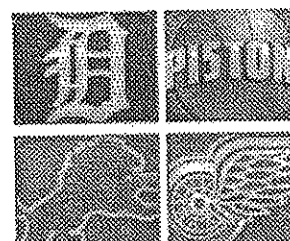
Considering the other options, I believe the only correct move for the Lions--should they stay at #2--is to select Calvin Johnson and hope he and Roy Williams can open up holes for the Lions' 42 running backs. If the Lions can get four second round picks and a swap of first round picks, then I would strongly consider trading out of the #2 pick. The Lions need a lot of help; much more than any one pick can provide. However, if Johnson is really a "can't miss, once in a generation athlete" then the Lions can't afford to miss on him. Plus, it's not as if Millen has anything to lose. Every Lions fan hates him. He has come up empty on virtually every draft since the Millennium. The Lions have been the worst team in NFL history over the last six years. Why should he worry about past draft failures?

Now that you know what I think the Lions "should" do with the second pick; here is what I think they "will" do. I believe that Rod Marinelli--a defense-first guy--would never endorse picking a WR with the #2 pick. I also don't think the Lions would put the hopes and dreams of the franchise in the hands of another rookie QB. The Lions won't take Adrian Peterson. Joe Thomas is still an option. In fact, if the Lions don't trade, I think Thomas will be the pick. I do think the Lions will trade at almost any cost. Marinelli knows the Lions need help everywhere. I think he and Millen have already made the decision to trade down (maybe even twice).

If they play it right, that could be a very lucrative decision. The Lions could conceivably trade down to the #6 spot--draft Gaines Adams--and then trade into a spot in the mid-teens to draft Patrick Willis. However, if Adams and Willis end up being the next Kalimba Edwards and Chris Claiborne, this could turn into a disaster. I am secretly rooting for Calvin Johnson. The Lions have been so bad on offense for so long that I would take an 8-8

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#### SCHEDULES (CURRENT-

Detroit Tigers  
Detroit Lions  
Detroit Pistons  
Detroit Red Wings  
Michigan Football  
Big Ten football  
D-1 Football future schedi

**Exhibit: A**  
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3/30/2007

team with offensive firepower in a second. But, I'm prepared for the wave of defenders that the Lions will draft come Draft Day. Either way, this is the most exciting thing to hear about the Lions since Barry Sanders last carried the football. Imagine how much more exciting it would be if the Lions hadn't blown the first pick by beating Dallas for no reason in week 17.

POSTED BY JAKE AT 9:28:00 AM 0 COMMENTS

THURSDAY, MARCH 22, 2007

## THE BIG TEN COACHING CAROUSEL

Minnesota fired a shot across the Great Lakes that could prove to be somewhat a double whammy for Michigan. I was as stunned as anyone when I read that Tubby Smith was leaving Kentucky for Minnesota. Smith obviously felt his job security and sanity at Kentucky was poor at best so he struck first before he had to add "fired" to his resume. The real coup here is for Minnesota. The Gophers, like every Big Ten team besides Northwestern and Penn St., feel that their rightful place is in the upper half of the Big Ten basketball standings. A quick look at the last 27 years of the Big Ten reveals why that might be the case. Michigan St., Michigan, Illinois, Indiana, Minnesota, Ohio State, Wisconsin, Purdue, and Iowa have all made the Final Four over that time. All nine of those schools have also made at least one Elite Eight appearance in the last 20 years in addition to the Final Four appearances. Any one of those schools can reasonably claim that it deserves to be considered a "basketball school" in the Big Ten. So it shouldn't be surprising that Minnesota reeled in such a big-time coach even though it was widely suggested that the Gophers would have to wait for Michigan to act before it could begin its search.

So while Minnesota has struggled mightily recently, it clearly (and rightfully) views itself on par with Michigan. Hiring Smith not only keeps Michigan from hiring him (something that seems even more likely to have happened now that we know Smith was looking to leave Kentucky), but it also creates an even more high-profile opening than Michigan. Now, Michigan has to play second fiddle to the Kentucky coaching search. That probably won't hurt Michigan as much in terms of who it brings in as much as it steals Michigan's thunder. Three days ago, the college basketball world was focused on the NCAA Tournament and the Michigan job search (I was initially surprised at how much attention the Michigan opening received considering how irrelevant the program has been but you can chalk that up to Amaker being a Duke disciple). Now? Not so much. Even more important, the incessant talk of Flip Saunders going to Minnesota might—and I emphasize might—actually die down.

Kentucky will likely be looking for a bigger name than what Michigan is looking at. I suspect Billy Gillispie and Rick Pitino will be the hot names right away. Michigan likely doesn't have to worry about Kentucky going after Chris Lowery. Nonetheless, any luster that the Michigan job seemed to have picked up from being the only high-profile job

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### BIG TEN RIVALS BOARD

**Exhibit: A**  
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available has been squashed by the gaping opening at Kentucky. Well done, Minnesota.

Iowa finds itself in the exact same situation that Minnesota was in just a few days ago. You will be hard pressed to find a university less distraught about losing its coach than Iowa is right now. Steve Alford is the kind of coach that is hard to fire since he's young, somewhat accomplished, and endorsed by Bob Knight. Yet, Alford has virtually nothing to show for his time in Iowa other than a couple of miracle runs in the Big Ten Tournament. What is shocking about the Alford situation (and the Smith situation too) is that you don't often see coaches leave a more high profile job for a significantly less prestigious job when their not named Frieder. Both of these instances happened within hours of each other. I do think that Alford and Smith probably saw the "writing on the wall" which aided in their decision.

The problem that Michigan has now with Iowa is that Iowa will probably be satisfied with bringing in a mid-major coach like Lowery. Minnesota was looking for a bigger name. Iowa and Michigan are probably fishing in the same pond at this point. Now that Lowery is out of the NCAA Tournament, you'll probably see the Michigan coaching search heat up big time. S. Illinois' departure from the tournament was likely the domino that needed to fall before Bill Martin went full bore on his search. The good news for Michigan fans is that there isn't one "must have" candidate out there which is why Smith going to Minnesota isn't such a big deal. Even if Iowa secures Lowery in the next day or two, Michigan should be fine as long as it makes a smart choice.

It dawned on me a few months back that the Big Ten will likely be the premier conference in America in 2-3 years. With Matt Painter bringing in a top five recruiting class at Purdue, the revival of Indiana basketball under Kelvin Sampson, the Oden-izing of Ohio State to go along with Michigan State, Wisconsin, and Illinois, the Big Ten is going to be ultra-competitive. That was before Minnesota hired Tubby Smith and Michigan hires someone better than Tommy Amaker. Let's assume Iowa makes a solid hire; we're looking at nine Big Ten programs either on the fast track to success or in a holding pattern of stability. The only school out of the bunch that could see its profile weaken over the next few years is Illinois. Bruce Weber is a good coach but he's having a difficult time selling the Illinois program to recruits. This sets up for a rare phenomenon where all nine schools (AD, fan base, media) are elated with the direction of their programs. Simple mathematics tells us that nine programs cannot thrive in an 11-team conference all at the same time. This will set up the ultimate "survival of the fittest" in the Big Ten over the next five years. This should be good for Big Ten fans but a nightmare for its coaches. This should also spell the end of the ACC's dominance in the ACC/Big Ten challenge within the next 2-3 years.

With likely upgrades at Michigan and Iowa, and the arrival of Tubby Smith, the Big Ten now boasts what is arguably the most impressive collection of coaches in the country. Given the importance that coaching plays in having a successful basketball program, this should

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**Exhibit: A**  
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## Motown Sports Revival

foreshadow big things for the conference. Here is the list:

### T Coaches in the Big Ten

Tom Izzo Michigan St.  
 Kelvin Sampson Indiana  
 Tubby Smith Minnesota  
 Thad Matta Ohio St.  
 Bruce Weber Illinois  
 Matt Painter Purdue  
 Bo Ryan Wisconsin  
 Bill Carmody Northwestern  
 Ed DeChellis Penn St.  
 Chris Lowery Michigan ???  
 Iowa ???

P.S. Does John Calipari actually teach his players to shoot as many 3s as possible when they're down by one with less than ten seconds to go or, is that something they came up with on their own?

POSTED BY JAKE AT 11:17:00 PM 1 COMMENTS

MONDAY, MARCH 19, 2007

## THE ALWAYS EXCITING COACHING SEARCH

It's never satisfying to root for a man to get fired when that man has put his heart and soul into his job. Everyone that follows athletics knows that the coaching industry is different. If you don't do your job well coaching a high-profile college basketball program, you get fired. Other than a few low-level major conference teams (i.e. Northwestern, Baylor) you don't get to keep your job by being average. So, Tommy Amaker is gone. I find myself engaging in a bit of a semantics battle with myself. On one hand, I am thrilled that Michigan basketball will have a chance to return to glory. On the other hand, I'm remorseful that a man who put UM first for six years is out of a job. To clear up any misconceptions as to which wins out in my mind, though, it's 98/2 in favor of being thrilled.

In the two days since Amaker was fired, writers around the country have thrown out virtually every name imaginable as a possible replacement. Last month, I posted a list of the top 26 candidates for the Michigan job should Amaker be fired. Most of the names on that list are being bandied about now among others. I did not include coaches in their first year with their perspective programs (i.e. Tony Bennett WSU, Anthony Grant VCU) since

W. Michigan Whitecaps (Low A)

**Exhibit: A**  
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3/30/2007

coaches rarely coach at a school for one season. Bennett and Grant would have been in the top ten had I not excluded first-year coaches. Hopefully, Bill Martin has enough foresight to consider them and likewise, hopefully either would be willing to leave their current program after one season.

My preference for the hire would be a coach that is unique in his abilities (someone who has immediately influenced a program) and a coach that is relatively young. Mike Montgomery, Lon Kruger and Rick Majerus could probably come to Michigan and get the program running again. The problem is that fairly soon into their tenure, Michigan will have to go through another coaching hire when those coaches inevitably retire. The problem with hiring a young coach is the "Amaker Factor." There weren't many people back in 2001 that didn't think Amaker could get things done. However, if you look at things more closely now, the Amaker hire was more of a prayer than it was a solid basketball hire. Amaker hadn't accomplished much in his career. His big asset was his tutelage under Coach K.

If Michigan is going to hire another young coach, it has to look at what the coach accomplished on his own. In year one at VCU, Anthony Grant led his team to the best finish any school has ever had in the Colonial Conference as well as a first round win over Duke in the NCAA Tournament. In year one at Washington State, Tony Bennett led his team to a 26-8 record and a #3 seed in the NCAA Tournament. Washington State went 11-17 last year. There is a huge difference between hiring a young coach with a good pedigree and hiring a coach with sound accomplishments. Hopefully, Bill Martin has seen the impact of choosing the wrong one.

This would be my short list of candidates:

The Fat and Happy:

Billy Gillispie Texas A&M

Gillispie is from the south. He's already created a powerhouse at Texas A&M. I can't imagine he'd be interested in leaving that to inherit another underachieving program up north.

Tom Crean Marquette

Crean has a good thing going at Marquette. I would not be surprised if he felt Marquette was a better gig than Michigan. However, I don't believe there is any doubt as to which program has the higher ceiling.

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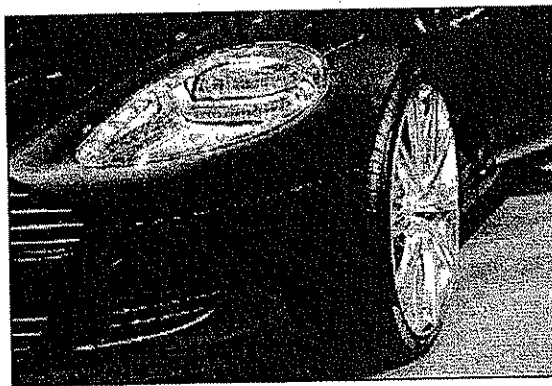
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## Time for great Motown sale

INDIATIMES NEWS NETWORK | TUESDAY, MARCH 27, 2007  
12:00:59 AM



### Time for great Motown sale

Top brands in the auto business are up for grabs, from Ford's luxe British marque Aston Martin to DaimlerChrysler's prized American bride Chrysler.

As auto companies look for consolidation and growth opportunities in newer markets like India and China, acquisitions and partnerships seem to be the flavour of the season. The focus of growth continues to be on Asia as vehicle manufacturers of all kinds look for volumes in the two high growth markets.

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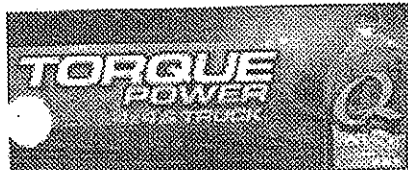
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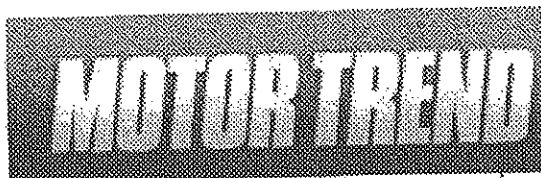
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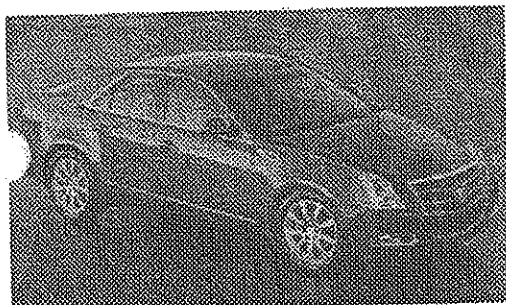
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## New Caddys will get lit up; V-12 a fantasy?

2008 Cadillac CTS gets pipes, light pipes, that is

Posted Yesterday 09:37 AM by Todd Lassa

Filed under: [Car News](#), [Motor City Blogman](#), [Cadillac](#) | [Comments \(4\)](#)



A new term has just entered our automotive lexicon: light pipes. Cadillac CTS will have front and rear daytime running lamps, thanks to one thin v-acrylic pipe in each headlamps and each taillamp, with an LED...

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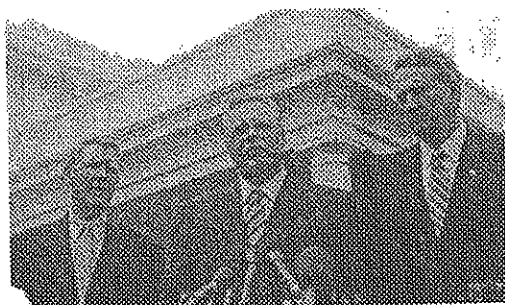
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## GM, from Kerkorian to Chrysler

Posted March 27 2007 11:45 AM by Todd Lassa

Filed under: [Editorial](#), [Motor City Blogman](#) | [Comments \(0\)](#)



General Motors opened talks with DaimlerChrysler over the purchase of C Group last December, the Detroit News reported Monday. GM's bid was th Daimler gets a bit less than 10 percent of its stock in exchange for...

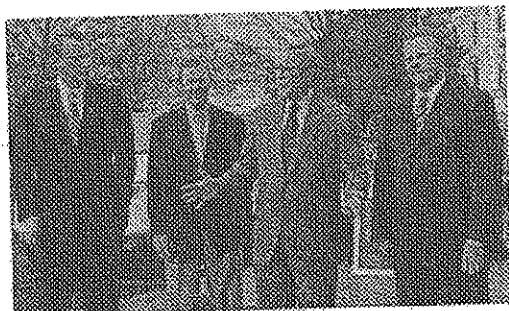
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## How many presidents does it take to plug in a hybrid?

Posted March 26 2007 02:06 PM by Todd Lassa

Filed under: *Editorial, Motor City Blogman* | Comments (2)



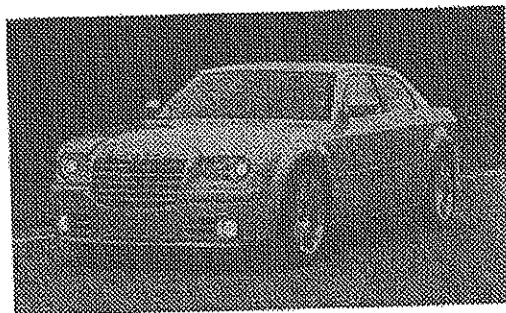
President Bush and Rick Wagoner, Alan Mulally and Tom LaSorda sudden best buddies. The president had little time for the Big Three last year, who wanted to talk about the United Auto Workers and health care...

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## Is Blackstone closing in on a purchase of Chrysler?

Posted March 22 2007 05:03 PM by Todd Lassa

Filed under: *Car News, Motor City Blogman, Chrysler* | Comments (1)



Blackstone Group, one of three private equity groups talking to DaimlerChrysler about purchasing Chrysler, may have just taken a step closer to snagging Blackstone filed with regulators for an initial public...

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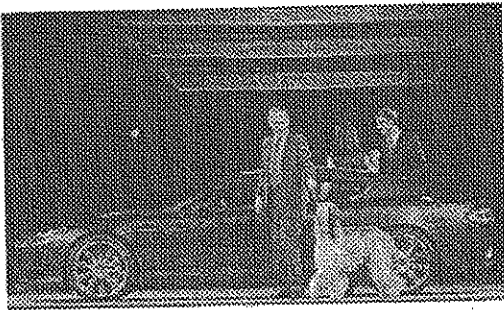
## From the CEO's Mouth: Ulrich Bez on Aston Martin's future

Posted March 22 2007 09:09 AM by Todd Lassa

Filed under: *Editorial, Motor City Blogman* | Comments (1)

GORDES, FRANCE -- Yes, Aston Martin's plans for the Rapide four-door sports car have changed under pending new ownership, says Dr. Ulrich Bez. The plan is to go. Aston will have the Rapide on the road before the end of the year.

**Exhibit: A**  
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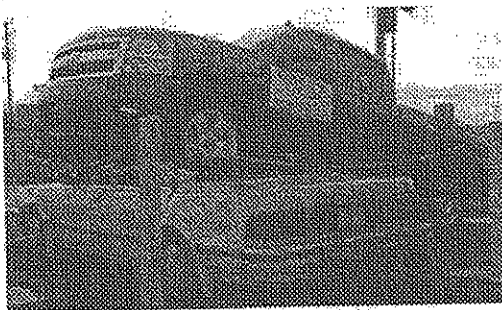


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### Who's stomping whom?

Posted March 16 2007 09:09 AM by Todd Lassa

Filed under: [Editorial](#), [Motor City Blogman](#), [Chevrolet](#) | [Comments \(10\)](#)



Haven't seen this sort of thing since the early '80s. A suburban Detroit Chevy dealer has staged a Silverado "crushing" a vintage Toyota Cressida. Has a Toyota replaced Chevy vs. Ford? Probably. Ford doesn't need...

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### No car left behind?

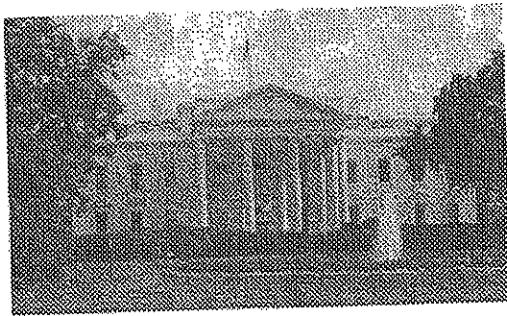
Posted March 15 2007 09:42 AM by Todd Lassa

Filed under: [Editorial](#), [Motor City Blogman](#) | [Comments \(6\)](#)

It was an ominous counterpoint to General Motors' relatively good news that only \$2 billion last year. GM Chairman Rick Wagoner joined Jim Press of Ford Motor Company, Tom LaSorda of...

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**Page: 374**



## Is DaimlerChrysler close to selling Chrysler?

Posted March 14 2007 10:00 AM by Todd Lassa

Filed under: [Car News](#), [Motor City Blogman](#) | [Comments \(13\)](#)



Mark your calendars: April 4 is the date of the DaimlerChrysler shareholder meeting in Stuttgart, Germany. One item on the agenda is to change the name back to Daimler-Benz AG. Interested buyers are Cerberus Capital...

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## GM loses \$2 billion in '06

Posted March 14 2007 09:06 AM by Todd Lassa

Filed under: [Car News](#), [Motor City Blogman](#) | [Comments \(2\)](#)

General Motors reported a 2006 net loss of \$2.0 billion, or \$3.50 per share Wednesday morning. Still a loss, yes, but vastly improved from '05's loss of \$12.5 billion (adjusted by \$0.2 billion to GM's favor, versus the...

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3/30/2007

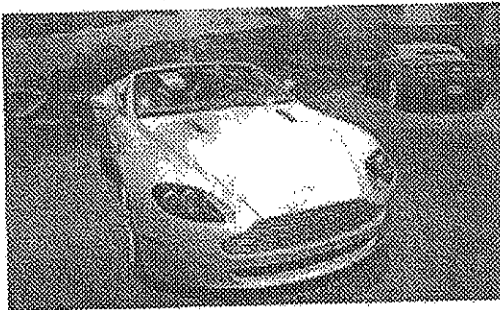




## Sold! Ford confirms Aston Martin sale to Richards-led group

Posted March 12 2007 08:58 AM by Todd Lassa

Filed under: [Car News](#), [Motor City Blogman](#) | [Comments \(10\)](#)



Ford Motor Company confirmed our March 9 story on the sale of Aston Martin consortium led by Prodrive founder and chairman David Richards, Monday morning. Richards and company will buy the luxury sport automaker for..

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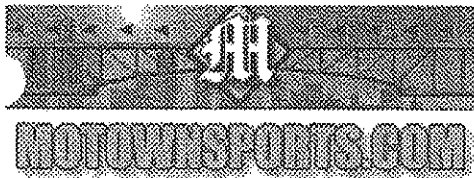
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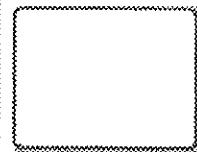


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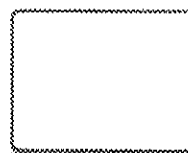
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### Top News Stories

#### **The 19th Hole: It's Just a Number**

Posted On 03-22-2007  
 Ryan Ballengee | Columnist

The Bay Hill Invitational, Arnold Palmer's invitational event on the PGA Tour schedule, underwent a facelift prior to this season. First, Arnie's name was slapped on the event and the tournament was renamed the Arnold Palmer Invitational. That seems like a minor... [Read More...](#)

#### **The Jester's Quart: The Unending Controversies of Batting and Betting**

Posted On 03-22-2007  
 Greg Wyshynski | Columnist

A pair of issues I covered in my book "Glow Pucks and 10-Cent Beer: The 101 Worst Ideas in Sports History" have bubbled back up to the surface this week.

PETE ROSE

"Letting Pete Rose into Cooperstown" was No. 28 overall on my list. I still believe that Rose will find... [Read More...](#)

#### **The Jester's Quart: Let's Go To the Videotape!**

Posted On 03-02-2007  
 Greg Wyshynski | Columnist

Every sports fan I know keeps a running tally in his or her head of things that their children or grandchildren will never get to witness for themselves.

Like watching a home run sail over the fence without wondering about the sale price of the performance enhancing... [Read More...](#)

#### **The 19th Hole: That Was a Treat**

Posted On 02-26-2007  
 Ryan Ballengee | Columnist

Henrik Stenson. Geoff Ogilvy. Those two men, both seeded third in their respective brackets, comprised the finale of the Accenture Match Play Championship. When I found out that these two men would battle it out for the title, I was ecstatic.

Stenson was coming... [Read More...](#)

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